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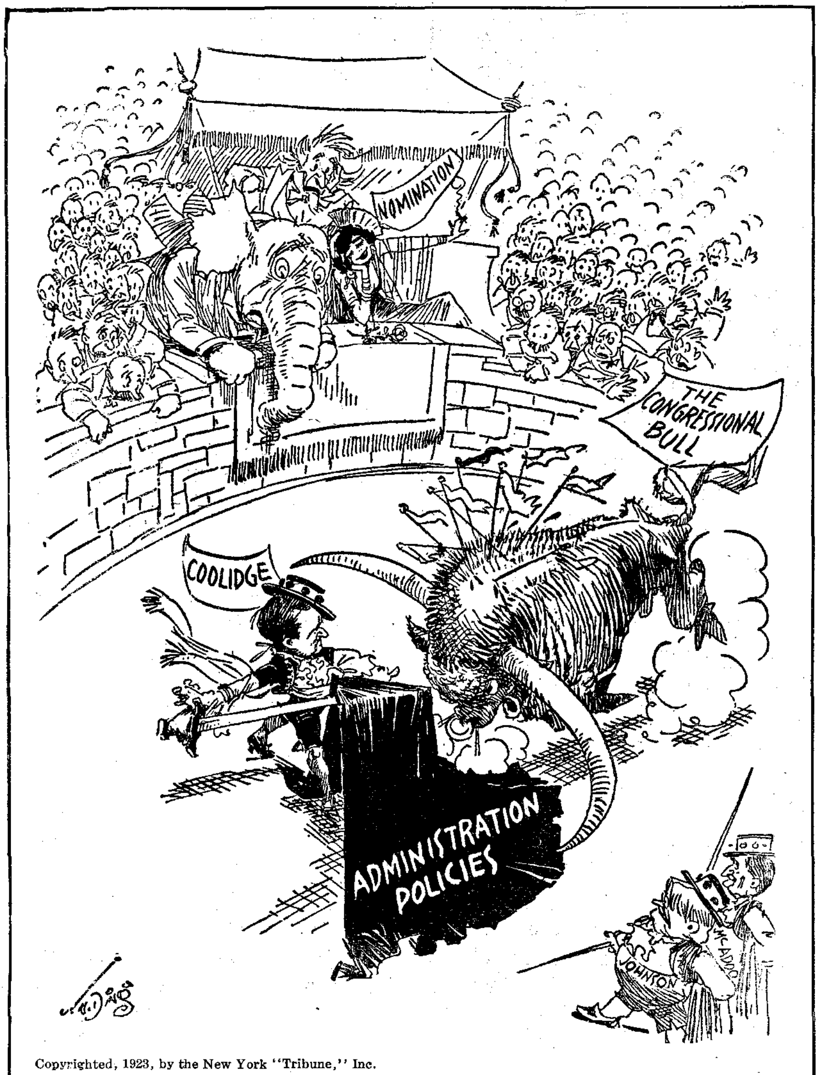
TOPICS - OF - THE - DAY

(This title registered in U. S. Patent Office)

THE COOLIDGE POLICY OUT

THE AIR OF MYSTERY AND SILENCE that had enveloped the White House for four months was broken last week by the new President's first message to Congress. "No first message of a President," remarks one editor, "was ever awaited with more general interest," as much depends on the caliber of the man who is to hold the tiller during this session of Congress, and who is seeking renomination and reelection. This brief and clear document, "the first State paper of the most celebrated living practitioner of the simple life," effectually dissipates, journals of all affiliations agree, any atmosphere of political obscurity which may have gathered around President Harding's successor. "If there was any doubt of him, there can be no longer," declares the Republican Buffalo *Evening News*, adding: "Some may have regarded his silence as evidence of weakness. His message shows him resolute, downright, and forthright. It shows that he measures up to the demand of the day for leadership." "There is your leader, there is the man who has been accused of feebleness because he did not plunge into the discussion of public matters prematurely," proudly exclaims the Philadelphia *Inquirer* (Rep.). Here, says the Indianapolis *Star* (Rep.), "is no equivocation, no straddling, no side-stepping on any of the controversial problems relating either to our foreign or our domestic policies." Even the New York *World*, the leading organ of the Democracy, finds that "in his stout advocacy of lower taxation, Mr. Coolidge conspicuously exhibits qualities of positive leadership," and declares that "it will be to the general advantage" if the country follows him in this matter. Another Democratic paper, the Atlanta *Constitution*, hails the message as "one of the most constructive ever placed before an American Congress," and suggests that "the Democrats of Congress could do no better than join in hearty cooperation" for the enactment of the President's tax-reduction program. The Wichita *Eagle*, an Independent Kansas paper with strong Democratic leanings, avers that "as a campaign document the message will be better than ten thousand six-sheet posters," and predicts that "with the exception of a short declaration against the bonus, it will give Mr. Hiram Johnson many nervous hours." According to the New York *Evening Mail*, an independent paper with Republican affiliations, his message "makes Calvin Coolidge the nation's advance agent of prosperity."



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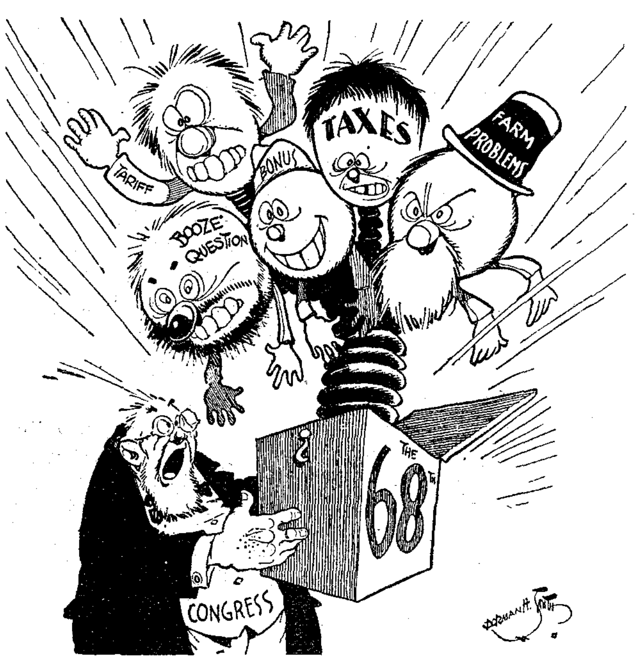
THE CRUCIAL TEST OF STRENGTH
—Darling in the New York *Tribune*.

Also doubts as to his attitude toward tax-reduction and the bonus, two issues foremost in the minds of the public and of Congress, the President sets at rest when he states that the Mellon tax-reduction program "has my unqualified approval," and adds: "I do not favor the granting of a bonus." Of all services which Congress can render the country he declares tax reduction to be paramount. His other outstanding recommendations will be found in a summary of the message on page 8. In the meantime let us see further how the press of the country reacts to Mr. Coolidge's words.

Turning first to the papers of his own party, we find a general agreement in the view that the President's words will prove reassuring and stimulating to the nation's business. "In effect he pledges his Administration to see that business, not only in the country's marts of trade, but also out upon the farm, is fostered, not hampered," says the Jersey City *Journal* (Ind. Rep.), which finds in his program "no quack remedies," but "a sane policy that should appeal with force to every man who has to earn his living." In his ten words disapproving the bonus, remarks the New York *Herald* (Ind. Rep.), "he serves notice on Congress that he, like President Harding, puts economy above clamor; and the ten words have the veto power behind them." The Chicago *Evening Post* (Rep.) compares the message as a whole to "the annual address of the president of a big corporation, confident of his support from a majority of the stockholders. This, it says, "may be set down to his credit as a single-minded and conscientious executive," but "it will not comfort the hearts of those who are considering him as their leader in an appeal to the country." This Chicago paper adds that "the only points at which Hiram Johnson will find himself directly at issue with the President are those of the World Court and the bonus." President Coolidge's foreign policy is "enlightened nationalism," remarks the Grand Rapids *Herald* (Ind. Rep.), which finds his position in this field "so admirable that the forensic ghosts of Hiram Johnson can not scare the country away from his intelligent leadership." In the domestic field, "his insistence upon tax-reduction as the paramount obligation upon the next Congress will win far-flung popular approval," predicts the same paper. In the clauses of the message dealing with the railroads, remarks the Manchester *Union* (Ind. Rep.), "the gauntlet is thrown down to La Follette and his radical group." In declaring unequivocally against the bonus, in recommending a reduction of surtaxes on large incomes, and in urging American adherence to the World Court, says the Philadelphia *North American* (Progressive), "President Coolidge exhibits a candor and courage that must command high admiration," because "in all these instances he directly challenges a formidable array of sentiment in Congress." Nevertheless this paper finds in his message "no assertion of the leadership for which multitudes of citizens have been looking."



WHAM! BAM! ZIP!
—Smith in the Jersey City *Journal*.

On the other, hand the Albany *Knickerbocker Press* (Ind. Rep.) is convinced that "Mr. Coolidge has met the test." "He does not evade any issue, and he does not find doubt in his own mind," notes the Syracuse *Post-Standard* (Rep.), which finds, nevertheless, throughout his words, "everywhere the invitation to co-operation and conciliation." "He assumes the responsibilities of leadership fearlessly and as a matter of course," remarks the Rochester *Democrat and Chronicle* (Rep.). "The proposal which is most distinctively Mr. Coolidge's," thinks the Buffalo *Express* (Ind. Rep.), "is for the complete extension of the merit system in the Post-Office Department with the abolition of four-year terms, and its application to the Prohibition enforcement service." The President's words, says the Portland (Me.) *Express* (Rep.), "will force the problem of tax-reduction before the Congress as the paramount issue." The Boston *Transcript* (Ind. Rep.) finds his message "straightforward, laconic, transparent, with the honesty of the rounded hills in it and the clarity of New England sunlight on the snow." "The transcendent merit of the address," this Boston paper adds, "is indeed its honesty, for nothing but a fundamentally honest purpose, unshakably held on clear conviction, could have inspired its language." "Its simple, businesslike statement of conditions invites cooperation with the President and his party, by all whose reason is not overmastered by bitter partizanship and fanaticism," avers the Pittsburgh *Gazette Times* (Rep.). "Calvin Coolidge had been characteristically silent since Harding's death, but when finally he spoke it was in a manner to leave people in no doubt as to his position on any of the big questions of the time," remarks the Cincinnati *Times-Star* (Rep.), which goes on to say:

> "There may have been doubt before as to who would be the Republican candidate for President in 1924; if so, the message put an end to it. Calvin Coolidge is the sort of man the Republican party likes to run for President, and the sort of man the American people, under the sobering test of a Presidential election, usually choose to serve them in the White House."

When he says that tax-reduction is the paramount duty of Congress, "the correctness of his position can not be seriously questioned," declares the Columbus *Ohio State Journal* (Rep.). In Nebraska the Omaha *Bee* (Rep.) commends him for his advocacy of internal waterways improvement, especially the Great Lakes-St. Lawrence project. The Topeka *Capital* (Rep.) finds the message "far from exciting," but adds that it "appeals to the common sense of the country." "From the standpoint of the Middle West, perhaps the most important feature in his message is his utterance in favor of revised freight-rates to help agriculture, and his pronouncement in favor of the St. Lawrence waterways project," says the Wichita *Beacon* (Ind. Rep.). "His program is sound," avers the St. Paul *Pioneer Press* (Ind. Rep.), and the Minneapolis *Journal* (Rep.) thinks that "in clearness and directness of statement the message is perhaps unequaled among the public utterances of a generation." The Minneapolis *Tribune* (Rep.) applauds his advocacy of "every sound remedy for the relief of the farmer" and his warning that "no complicated scheme of relief, no plan for government fixing of prices, no resort to the public treasury, will be of any permanent value in establishing agriculture." "The President states the facts," says the Tacoma *Ledger* (Ind. Rep.), "and in effect says to Congress, 'it's up to you.'" The Los Angeles *Express* (Rep.) hails the message as "among the remarkable contributions to the philosophy of statecraft"; and the San Diego *Union* (Rep.) remarks: "Opponents of the Administration have no opening here. In the matter of economy, they can offer only promises, where the Administration has results."

To a Republican President, the solidly Democratic South is politically the enemy's country, but there is a singularly friendly ring to the comment of Southern Democratic papers on the first Coolidge message. "Brave, courageous, statesmanlike," a "highly commendable utterance," it seems to the Atlanta *Journal;* the Atlanta *Constitution* is no less enthusiastic; the Birmingham *Age-Herald* finds the message "constructive," containing "recommendations which, if carried out, would greatly advance the public interest." The Richmond *Times-Dispatch* agrees with the Louisville *Courier-Journal,* which considers the President's stand on taxation and the bonus "impregnable"; "an act of high political courage and highest economic importance," the Norfolk *Virginian-Pilot* calls it. In the West the Helena *Independent* (Dem.) "agrees with President Coolidge that tax-reduction is the paramount issue before Congress," and it adds that his attitude "with regard to the railroads as to rates, earnings and consolidation will meet with hearty commendation of right-thinking people, regardless of politics." Similarly the New York *World,* perhaps the leading organ of Eastern Democracy, "welcomes President Coolidge's uncompromising stand" in "declaring tax-relief to be paramount," but, it points out, the chief political obstacle in the way of this reform is the bonus.

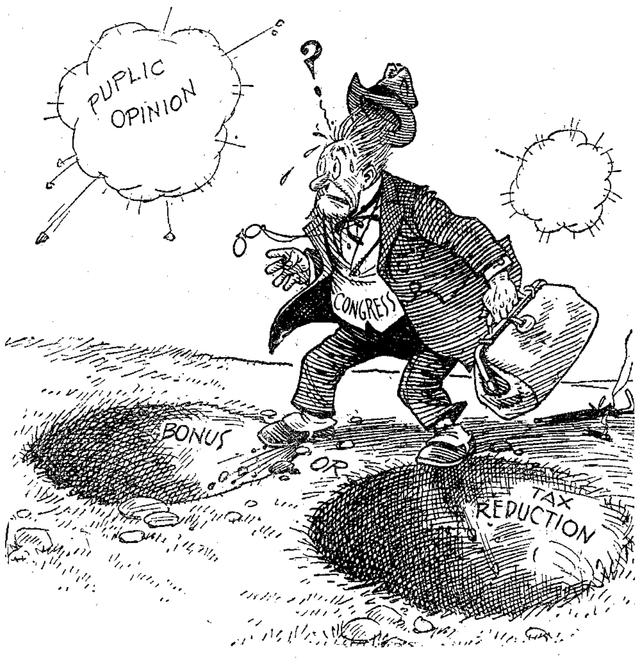
Admiring the President's frankness the Providence *News* (Dem.) says he has "written a good platform for a broadly conservative Republican, such as he is." The message, in the Richmond *News Leader's* (Dem.) opinion, establishes the President "as a conservative of the traditional down-East type, and consequently is certain to stiffen the opposition of the Western progressives to his nomination." The definite quality of the message is emphasized by the Democratic Macon *Telegraph,* and also by the Raleigh *News and Observer,* which, however, regrets that the writer's "vision begins and ends with the shores of his own country." To the Jacksonville *Florida Times-Union* (Dem.), it seems that the only foggy part of the message is that dealing with the farmer. The Coolidge message is "no ringing bugle-call, but rather the echo of what once was," declares the Mobile *Register* (Dem.), which doubts whether "so mildly stated a program will satisfy the needs of a party which has to meet and overcome opposition from within as well as without."

When we come to those newspapers which profess to examine public affairs, public men, and public documents untrammeled by party affiliations, we find a general satisfaction with President Coolidge's message, approval being based largely on the President's attitude toward domestic matters affecting business in the large sense. In Calvin Coolidge's own New England his message reveals to the Springfield *Republican* that "he has taken the helm with a firm hand," and appeals to the Providence *Journal* as being very nearly "an ideal public document" showing "beyond dispute that we have a strong and vigorous Executive in the White House to-day." Across the continent the San Francisco *Chronicle* characterizes the Coolidge message as in form "a model for all who have occasion to prepare State documents," while "its sound common sense and judicious attitude on domestic questions will commend itself to the approval of every American citizen whose opinion has value." The Seattle *Times,* Detroit *News,* and Kansas City *Star* are no less eulogistic, while the Baltimore *Sun,* Omaha *World-Herald* and Utica *Press* like the clarity and directness of the President's style. The Newark *News* finds the message "profoundly reassuring to the whole business community." The Philadelphia *Public Ledger,* an independent journal whose leanings are rather toward the Republican side of the fence, finds the document clear, sane, calm, and courageous, without "pussyfooting politics or pollyfoxing pettifoggery":

> "By and large it is written as a man might write who cared not two whoops whether or not he came back to the White House. For this, in a time when some men would sell their souls to keep their feet in the public trough, the American people have genuine reason to thank God."

But there are independent critics who can not join in the chorus of praise of the clearness, definiteness and courageous quality of the President's message. The Chicago *Daily News* finds "a mild mixture of conservatism and progressivism, of individualism and paternalism," with the voice "of compelling and inspiring leadership" quite absent. The Cleveland *Press* can not find a single "constructive suggestion" in the message. It seems to the St. Louis *Star* that the most "important point in the President's message is his apparent unconsciousness of its contradictions." It finds such contradictions in an assertion of interest in Europe's economic recovery paired with condemnation of the League; in an arraignment of excessive taxation without a demand for a lower tariff; in calling for State-wide Prohibition enforcement and Federal laws to prevent negro lynchings, in standing positively "against a bonus for war veterans" while saying "sweet things about providing more comforts for weak or sick men." And so, concludes *The Star,* in spite of a certain appearance of directness, the message as a whole is "full of inconsistencies, and much of it is equivalent to straddling."

Little fault is found with the President's taxation policies in the independent press, which generally commends it. Nor do his remarks on the railroads arouse great contention. The New York *Evening Post* thinks that of the many constructive remedies suggested in the President's message, the "curt invitation to the railroads to hurry up and consolidate is likely to be the most far-reaching in its effects on the economic welfare of the nation." In North Dakota the Fargo *Tribune* is pleased by the consideration given to the farmer.



THE BETTER 'OLE—WHICH?
—Chubb in the Rochester *Herald.*

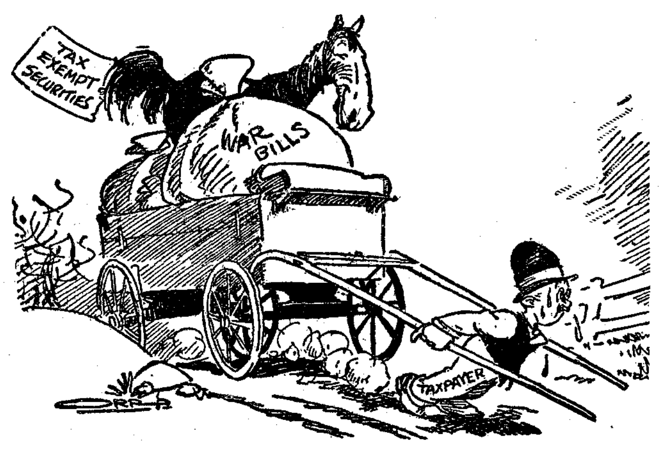
But comment on the President's foreign policy brings out some sharp differences of opinion. The Milwaukee *Journal* finds that the President has committed himself to the World Court, while the Rochester *Herald* calls his discussion of this subject "weak and indecisive" and "merely cheap ward politics." The Denver *Rocky Mountain News* thinks it doubtful whether by his declaration of foreign policies the President "has left Senator Johnson of California a leg to stand on"; but the Sacramento *Bee,* whose editor is close to Hiram Johnson, tho approving the Coolidge tax-reduction policy, insists that the President's declaration in favor of the World Court "flies in the face of the verdict of 1920 of the American people who voted by a majority of over 7,000,000, against American entrance into the League of Nations or any of its works."

When we turn to journals representing business and finance, we find the New York *Commercial* pleased that, instead of side-stepping or recommending political "nostrums," President Coolidge takes "the common-sense view of matters," and *The Wall Street Journal* rejoices that "at last a shilly-shallying political party has found a leader."

On the other hand there is "genuine disappointment," on the part of the New York *Journal of Commerce,* which finds "the message regrettably commonplace and lacking in inspiration."

SUMMARY OF THE MESSAGE

TO "ATTEND TO OUR OWN AFFAIRS" while "we recognize thoroughly our obligation to help others" is, in a word, the Coolidge foreign policy, under which he again states clearly that we shall not join the League—in fact, "the incident . . . is closed." As for a Permanent World Court of Justice, however, he says, "I favor the establishment of such a court, intended to include the whole world." Mr. Coolidge refuses to recognize the present Russian Government, for "I do not propose to barter away for the privilege of trade any of the cherished rights of humanity," but "already encouraging evidences of returning to the ancient ways of society can be detected," and he hopes that "whenever there appear works meet for repentance," we can "go to the economic and moral rescue of Russia." The President does not favor the cancellation of the inter-allied indebtedness, but he sees "no objection to adjusting it in accordance with the principle adopted for the British debt."



WHAT'S WRONG HERE?

—Orr in the Chicago *Tribune*.

The Mellon plan of tax-reduction has the President's "unqualified approval," but, he says flatly, "I do not favor the granting of a bonus." The President declares it is his duty to enforce Prohibition, tells of the steps now being taken toward it, and says that it is also the duty of the citizen to observe and support the law. He would "continue a policy of restricted immigration . . . of a selective nature, with some inspection at the source," combined with "immediate registration of all aliens." "I do not favor government ownership or operation of coal-mines," he says, and admits that "the Federal Government probably has no peace-time authority to regulate wages, prices, or profits in coal at the mines or among dealers, but by ascertaining and publishing facts it can exercise great influence." Congressional authority to appoint a commission to deal with coal crises is requested.

Turning to agriculture, the President points out that "for the most part agriculture is successful, eleven staples having risen in value from about $5,300,000,000 two years ago to $7,000,000,000 for the current year," but cattle and wheat prices are still low, and "every sound remedy that can be devised should be applied for the relief of the farmer." The sale of the Muscle Shoals water-power project is recommended, with adequate safeguards providing that experimentation to perfect a process for the cheap production of nitrates for fertilizer be made and carried on to success. The message closes with an eloquent appeal for the exercise of America's moral power among the nations.

The President in his plea for tax-reduction points to the drive of the Administration for economy, and proceeds in part:

"This great concentration of effort by the Administration and Congress has brought the expenditures, exclusive of the self-supporting Post-Office Department, down to three billion dollars. It is possible, in consequence, to make a large reduction in the taxes, and a plan has been presented by the Secretary of the Treasury which has my unqualified approval. I especially commend a decrease on earned incomes, and further abolition of admission, message, and nuisance taxes. The amusement and educational value of moving-pictures ought not to be taxed. Diminishing charges against moderate incomes from investment will afford immense relief, while a revision of the surtaxes will not only provide additional money for capital investment, thus stimulating industry and employing more labor, but will not greatly reduce the revenue from that source, and may in the future actually increase it.

"Being opposed to war-taxes in time of peace, I am not in favor of excess-profits taxes. To reduce war taxes is to give every home a better chance. High taxes reach everywhere and burden everybody. They bear most heavily upon the poor. They diminish industry and commerce. They make agriculture unprofitable. They increase the rates on transportation. They are a charge on every necessary of life. Of all services which the Congress can render to the country, I have no hesitation in declaring this one to be paramount. To neglect it, to postpone it, to obstruct it by unsound proposals, is to become unworthy of public confidence and untrue to public trust. The country wants this measure to have the right-of-way over all others.

"Another reform which is urged in our fiscal system is the abolition of the right to issue tax-exempt securities. The existing system not only permits a large amount of the wealth of the nation to escape its just burden, but acts as a continual stimulant to municipal extravagance. This should be prohibited by constitutional amendment."

The care of the war veterans and the question of a bonus are discust thus:

"No more important duty falls on the Government of the United States than the adequate care of its veterans. Those suffering disabilities incurred in the service must have sufficient hospital relief and compensation. Their dependents must be supported. Rehabilitation and vocational training must be completed. All of this service must be clean, must be prompt, and effective, and it must be administered in a spirit of the broadest and deepest human sympathy. If investigation reveals any present defects of administration or need of legislation, orders will be given for the immediate correction of administration, and recommendations for legislation should be given the highest preference.

"The American Legion will present to the Congress a legislative program too extensive for detailed discussion here. While some of it I do not favor, with much of it I am in hearty accord. The attitude of the Government toward these proposals should be one of generosity. But I do not favor the granting of a bonus."

Agricultural distress, the President notes, "is most acute among those dependent upon one crop." Wheat has to meet the competition of foreign wheat crops raised on cheaper and more productive land. Mr. Coolidge continues:

"No complicated scheme of relief, no plan for government fixing of prices, no resort to the public Treasury, will be of any permanent value in establishing agriculture. Simple and direct methods put into operation by the farmer himself are the only real sources for restoration.

"Indirectly the farmer must be relieved by a reduction of national and local taxation. He must be assisted by the reorganization of the freight-rate structure which could reduce charges on his production. To make this fully effective there ought to be railroad consolidations. Cheaper fertilizers must be provided.

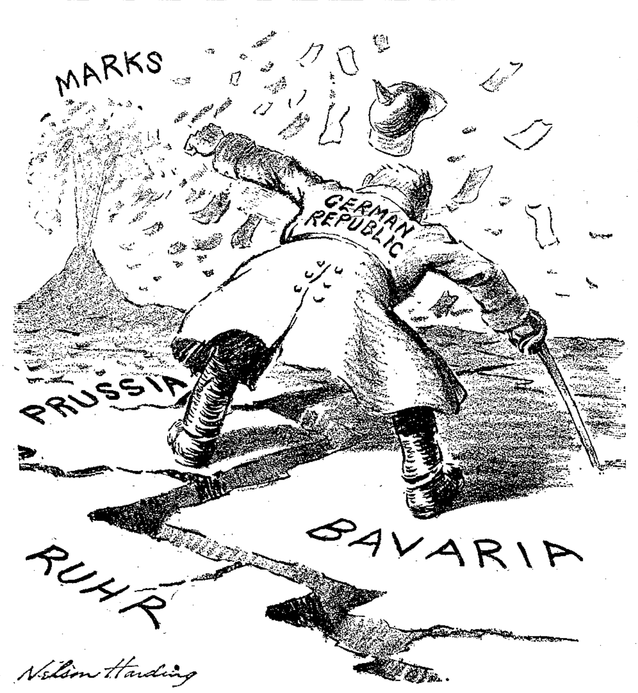
"He must have organization. The acreage of wheat is too large. Unless we can meet the world market at a profit, we must stop raising for export. Organization would help to reduce acreage.

"Diversification is necessary. Such loans as are wisely needed to assist buying stock and other materials to start in this direction should be financed through a government agency as a temporary and emergency expedient.

"The remaining difficulty is the disposition of exportable wheat. I do not favor the permanent interference of the Government in this problem. That probably would increase the trouble by increasing production. But it seems feasible to provide government assistance to exports, and authority should be given the War Finance Corporation to grant, in its discretion, the most liberal terms of payment for fats and grains exported for the direct benefit of the farm."

POINCARE'S VICTORY IN THE RUHR

A NEW AND DIFFICULT STAGE of the German reparations negotiations, in which even the United States may find itself involved, in the opinion of the London correspondent of the New York *Times*, may be opened up by the recent agreement between France and the Stinnes-Krupp-Thyssen group of Ruhr Valley industrialists. "Faced by industrial ruin, fearing confiscation of their properties, and anxious to resume operations, the big industrialists agreed to the terms of General Degoutte," remarks the Philadelphia *Inquirer*, while the Chicago *Evening Post* reminds us that France was willing to enter into an agreement with them because of "the possibility of an idle and starving population, deprived of help from Berlin, which might have caused much trouble." Berlin, which was completely ignored in the negotiations leading up to the Ruhr compact, has repudiated the agreement in a note to the Reparations Commission, apparently without effect.



ERUPTIONS, CRACKS AND FISSURES

—Harding in the Brooklyn *Eagle*.

In the French contract with the Ruhr industrialists, it is stipulated that all deliveries in kind shall be credited to Germany on reparations account, says an Associated Press dispatch, while the taxes collected by the occupying countries shall be paid into a fund from which France would pay the cost of occupation, provided the permission of the Reparations Commission could be obtained. The agreement is for a period of six months, or, as one editor puts it, "until after the French elections." "As Stinnes and his group have been struggling against France for the past ten months, this agreement is looked upon as a great and significant victory for Poincaré," cables the Paris correspondent of the Chicago *Daily News*. "In other words," observes the New York *Times:*

> "The French have at last got a promise to pay from the men who can pay—the rich Germans who have used political troubles and the forcing down of the mark to gather almost all the wealth of the country into their hands. The Ruhr magnates are virtually agreeing to pay a percentage of their output in reparations in return for permission to resume work. And it has been obvious for some time that this was the only practical way in which reparations could be collected for some years to come.
>
> "Quite in keeping with the traditional German policy, representatives of the German Government were in Paris, assuring the Reparations Commission that Germany could pay nothing at all, at the very moment that representatives of German wealth were signing in Duesseldorf a promise to pay which really means something. Mr. Poincaré has at last got something worth having, and has got it without formally losing contact with his allies. No wonder the Chamber of Deputies gave him a vote of confidence by a majority of seven to one."

The biggest item for which the French held out, says the London correspondent of the Philadelphia *Public Ledger*, is back coal taxes, amounting to $15,000,000. As the Berlin correspondent of the Baltimore *American* explains:

> "In this agreement, which was signed with private persons instead of the German Government, the industrialists have given way to Poincaré on all points. They agree to pay the cost of the Ruhr invasion—which Chancellor Stresemann refused to do—thereby bringing previous negotiations to a deadlock.
>
> "The industrialists also have undertaken to pay all taxes which France imposed, but which went uncollected during the period of passive resistance, and to accept an embargo on steel exports until the taxes are paid.
>
> "The agreement is in the shape of a general contract under which individual firms make separate agreements. It places great burdens upon the Ruhr workers, but avoids the industrial anarchy which would surely have followed a complete shutdown."

Eighty per cent. of the Ruhr Valley mines are included in the pact, which gives the French full power of control over the output. According to a Duesseldorf dispatch to The Associated Press:

> "The mine-owners, under this agreement, will pay $15,000,000, or approximately 280,000,000 francs, as back coal taxes for the first ten months of this year, and deliver 18 per cent. of their production free to the Allies as reparations, also paying 10 francs per ton for the other coal sold. The accumulated coal stocks in the Ruhr on October 1 will become the property of the Allies.
>
> "The system of export licenses will remain in force, and stocks of iron and steel can be released only upon payment of the taxes due, and can be exported only in quantities equivalent to the average reparations deliveries of last year."

But while France has won a victory over the industrialists, foreign correspondents predict another Anglo-French crisis even more acute than that which nearly broke the Entente last month. England, they point out, does not admit the legality of the occupation of the Ruhr, nor the method of collecting coal taxes. As the London correspondent of the New York *Times* explains:

> "Under the Treaty of Versailles all payments by Germany must be paid to the Reparations Commission and distributed by it to the Allies. The proportion to be granted to each of these has been settled by the protocol drawn up at the Spa conference in 1922, under which France is to receive 52 per cent. and Britain 22 per cent. Costs of the Ruhr occupation do not come under the Treaty at all, and as Great Britain has declared her belief that the French advance was illegal, it does not appear how she can now acquiesce in the use of Duesseldorf payments to meet its expenses. Even if Great Britain were to waive this point, she still has a clear right under the Spa protocol to share not much less than one-quarter of what Germany is now to pay.
>
> "The United States might be drawn into the debate through its contention that it is entitled to priority for repayment of costs of the American Army of Occupation. This has never been admitted by Great Britain or France, but is it evident that if the United States decides to press its claim, now that there is some German money in sight, Washington must become a party to the discussion as to how it is to be appropriated."

The agreement with the industrialists, as the Brooklyn *Eagle* sees it, means that "politically and economically the Ruhr and the Rhineland are to-day dominated by France, and are practically cut off from the rest of the German Empire." In *The Eagle's* opinion:

> "The pessimists who condemned the occupation of the Ruhr were mistaken. This occupation has given both reparations and security to France, and the results have fully justified the French Prime Minister."

In the opinion of the St. Paul *Pioneer Press*, on the other hand, the "Poincaré policy has been a ruthless one, and the reason it has not been repudiated is because he has skilfully capitalized the fear of the French people." Back of this policy, we are told, lie many things. For instance:

> "Besides the French people in general, who are no better and no worse than people the world over, there are two other Frances—the two Frances whose aims the present Government is really serving. The first of these is the France of the Nationalists, who have inherited the spirit of Louis XIV's court and who are frankly chauvinist in their aspirations for a greater France and a weaker Germany; and the second is the France of the great industrialists, more particularly the iron-masters, who less frankly are striving to build up a great French metallurgical unit. Reparations are of little or no interest to these two groups, except as the French claim provides an admirable club with which to get something else. The effect of M. Poincaré's policy is not to get reparations but to cause the disintegration, or at least the impoverishment, of Germany; to obtain combustibles from the Ruhr coal and coke industry for the Lorraine furnaces, and to stifle the German metallurgical industry in the interests of the French. While French iron production was increased by the victory to 11,000,000 tons, the steel consumption of France remains at 5,000,000 tons. The French ironmasters have not been able to market this surplus of 6,000,000 tons of iron and steel in the face of competition from the German industry, and a careful examination of the prohibitive and regulatory measures taken by M. Poincaré in the Ruhr discloses a persistent effort to retard and injure the German metallurgists, on the one hand, and an equally persistent effort to get control of the Ruhr coke, on the other."

"The agreement," thinks the Indianapolis *News*, "may turn out to be a step toward restoration of normal industrial and commercial activities in the German Empire, since the Ruhr is the heart of German industry." But the New York *World* says, "it does not promise to yield France as much reparations as she was receiving before the Ruhr was invaded." For, *The World* goes on to explain:

> "Excepting a payment of $15,000,000 and the ownership of stocks accumulated on October 1—all of which belong to the Allies as a whole and not to France alone—the value of everything else in the agreement depends on the prosperity of the Ruhr. If the Ruhr sells lots of coal, the 10-franc tax per ton will pay. If the production for sale is large, the 18 per cent. which is to be delivered free will be large. But if the rest of Germany can not buy Ruhr coal, or buys British coal because it is cheaper, the agreement will be worth very little.
>
> "This agreement, like every other move since last January, is political rather than economic. It is designed to strengthen M. Poincaré with the French electorate by fresh promises and as a maneuver to offset the stubborn refusal of the British to acknowledge the legality of French procedure."

In an impartial summing up of the situation, and what the agreement means to the parties directly concerned, particularly to Great Britain, Frank H. Simonds writes in the Atlanta *Constitution:*

> "The new agreement insures France, in a brief time, of a resumption of the delivery of reparations coal, coke and the by-products of the industry. It means that France, Belgium, Italy and Germany will henceforth buy British coal in greatly diminishing quantities. It means that the French iron and the German coke will be combined to set up an enormous industrial production, with the deliberate effort to dominate and exploit all of the European markets, and particularly the Russian.
>
> "It means, immediately, that the nightmare of starvation in the Ruhr will be dissipated. Moreover, and this is an enormous circumstance, the agreement between the French and the German industrialists saves the French from the doubtful experiment of undertaking to operate this vast and intricate plant themselves. . . .
>
> "France and Belgium will evacuate the Ruhr when Germany has paid reparations in full. They will quit the left bank of the Rhine, so far as that is German, when there is no longer any danger to them of a German attack, but they will be the judges of the situation. Meantime, as a consequence of the recent agreement, France and Belgium, in company with the German industrialists, will proceed to the exploitation of the richest industrial field in the world for the benefit of the reparations account, the profits being divided between France and Belgium on the one hand and the German industrialists on the other."

NEW YORK GETTING ITS GUNMEN

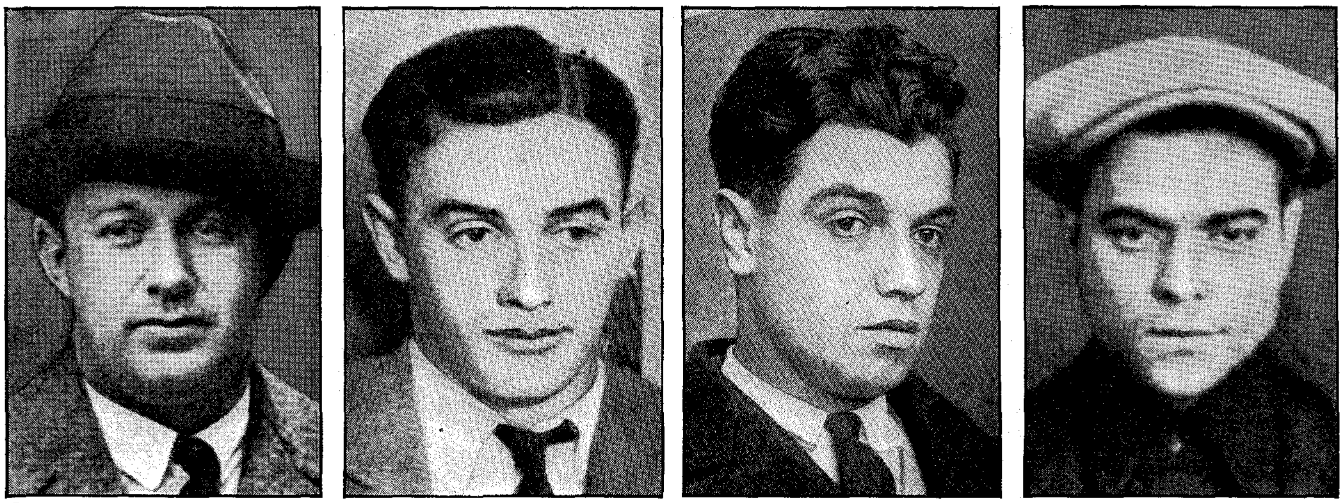
A CRIME-DETECTING WAVE of far more than local importance to the newspapers seems to have sprung into being in New York, where existed what some papers called "the worst crime wave since the war." Crime waves, as pointed out by the Brooklyn *Eagle*, spring from a contagion of confidence and audacity on the part of a city's thugs and gangsters, when the spectacular hauls of one or two bandits spur their competitors to action. Fortunately, continues this paper, policemen and detectives are quite as susceptible as gangsters. When a detective or a policeman makes a spectacular haul and brings in a badly wanted man, it not only helps to restore confidence in the Police Department, but it also has a tremendous influence on the crime business generally. "A loss of confidence or nerve on the part of gangsters" is what it means, for they "know well enough when it is unhealthy for them to operate."

The "spectacular haul" in this case was made by the police in running down a drug-crazed gang held responsible for the $43,000 hold-up and cold-blooded murder of two bank messengers, described in The Digest of December 1. Within two days after the crime a pair of ex-high-school athletes were being shadowed, and a gang of bandits was rounded up within a fortnight. Whereupon the New York *Evening Post* declared:

> "The Police Department merits the warmest praise for the alertness, shrewdness, and persistency it has shown in running down the set of banditti which centered in Morris and Joseph Diamond. The achievement is even more gratifying for the moral effect it will have upon gangsters who were coming to believe that they could defy the police with impunity."

The fascinating steps tracing this affair appeared gradually in the various New York papers during the week of November 24. These accounts, taking up the story in The Digest of December 1, may be thus summarized:

> On a blood-stained sedan, in which the murderers made their getaway, was found one battered license-plate, and some fingerprints. The license-plate was eventually traced to Morris Barlow ("Whitey") Diamond, who, with his brother Joseph, had been getting the formerly prosperous Diamond Basswood Box Mfg. Company in Brooklyn into financial difficulties. "Whitey" Diamond, a famous high-school full-back in his day, and "Joe," a popular baseball pitcher, both apparently had a good reputation in their neighborhood. After a chase through Washington, Baltimore, and Philadelphia, "Whitey" was picked up, eleven days after the murder, in Cleveland, where he had stayed over to see Jim Thorpe's professional football team play. Twenty-two hundred dollars in cash was found on him when the detectives shoved their guns against his back, and he was brought back to New York, alternately chattering with fear and boasting of his prowess as a "crap shooter." His trail had been marked by money lavishly spent, and in Philadelphia he and his brother had liberally entertained two chorus girls, to whom Joseph had boasted: "They're looking for us in New York. We're wanted for a big stick-up. Made a big haul."
>
> Meanwhile, a right middle-finger print on the murder car was identified, after a comparison with 600,000 others at Police Headquarters, with prints of Barlow Diamond's fingers made a year ago, when he was arrested for stealing an automobile. Joseph Diamond, after consulting a lawyer, gave himself up to a detective force already on his trail, and both brothers, after twenty-four hours "sweating" by the police, began to talk.
>
> The criminal world of New York appears to have been struck its heaviest blow in years the next day, when an early-morning raid on an innocent-looking bungalow in the Bronx netted six men, believed to be the nucleus of a gang responsible for twenty-five murders in the past three years. The police, making a "rattrap" of the place, had been watching it all night. According to their statement, these "coke fiends, thugs and hired assassins" form the "most desperate band which has preyed upon New York since the days of the Five Pointers and Monk Eastman."
>
> "He's the man who shot my boss," was the way an accidental witness almost immediately implicated one of these men, Michael ("Lights") Mazziano, in another recent murder, that of Jacob Bankhoff, a druggist. Anthony Pantano, the dapper son of a prosperous importer of olive oil, being picked up on another clue, was confronted by this gang. In the recrimina-



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"WHITEY" DIAMOND "JOE" DIAMOND "TONY" PANTANO "LIGHTS" MAZZIANO

Accused of the $43,000 hold-up and murder. According to newspaper reports, "Whitey," the "manager," admits having $9,300 of the loot; "Joe" was seen at the killing; "Tony," the bank clerk, "tipped off" the messengers' itinerary; and "Lights"—accused of other murders—is said to have furnished the gunmen. Experts in crime consider these faces typical of the parts they played, and worthy of study by employers of labor.

tions that followed between him and the scarred Nicholas ("Cheeks") Luciano, it appeared that "Tony" Pantano, after having worked in various banks, conceived the idea of a raid on the West End Bank at a time when it would net half a million dollars. This idea being presented to the hard-up Diamonds, who called in the others as experts, is said to have eventually been modified into the pay-roll robbery which occurred.

Later arrests, and the series of indictments and trials now commencing, may change details, but the parts played are likely to remain unchanged, think the newspapers. According to this, Pantano was the slick well-drest boy who got the bank job and secured the inside information. The Diamonds were the respectable-seeming managers who brought the different specialists together, planned their parts, and possibly directed the killing. The "gang" furnished the driver of the car and one or two gunmen (like the ex-pugilist "Lights" Mazziano) to do the shooting.

The "End of the Terror" is what *The Tribune* calls this capture. Other papers indicate the weakness in a criminal organization of this sort where, once a member is identified and thoroughly scared, everybody "squeals" on everybody else and their whole defense falls to pieces. *The Tribune* adds with satisfaction:

> "This terror was not due to the presence in the city of great gangs of criminals who learned to use firearms in the war, but to a mere handful of second-rate crooks, rendered desperate through drug addiction. Probably forty or fifty men in all committed all the more important crimes that caused the Police Commissioner to put every man he had on the job, and aroused a general cry for 5,000 more policemen. That the city needs more policemen is unquestioned. But it is a relief to know that it is not overrun with robbers and murderers, and that a little effective detective work has checked a crime wave."

But is the crime wave checked? $207,340 was blackjacked or burglarized from New Yorkers in the twelve days ending December 5, summarizing estimates appearing in the papers during that time. Compared with $136,103 for the week ending November 17, this shows little diminution in crime. In both cases, some of this money or property was later recovered by the police. In both cases it should also be noted that people in estimating robbery losses tend to give maximum figures, while on the other hand many smaller burglaries do not appear in the newspapers.

"One of the most turbulent twenty-four hours in police history," is what *The Herald* calls December 3, listing:

> "A safe cracked in a news-stand in the Pennsylvania Station, $3,300; a jeweler's office robbed below the dead-line at Broadway and Cortlandt Street, $10,000; a jeweler's home robbed in the Bronx, $6,000; a drug-store in Brooklyn stuck up; a department store at Third Avenue robbed, $5,000; a series of petty robberies; several shootings; two men killed."

Nearly $60,000 is the total estimate for that day from the figures as they appear in other newspapers, comprising six major burglaries and safe-crackings, and six or seven hold-ups. On the other hand, this day shows a considerable increase in police activity, including the arrest of two famous gang leaders, the catching redhanded of two men with long criminal records, and the killing of another in the act of making his getaway. The arrest of twelve men another day shows steadily increasing police activity. Cooperation from the courts and district attorneys takes the form of high bail, or no bail at all, indictment within six hours, and trial within forty-eight for any criminal caught. This new outbreak of crime following the three- or four-day lull after the increased police stringency, is laid to the regular "holiday epidemic" among crooks, by police officials, who say the situation will soon be in hand.

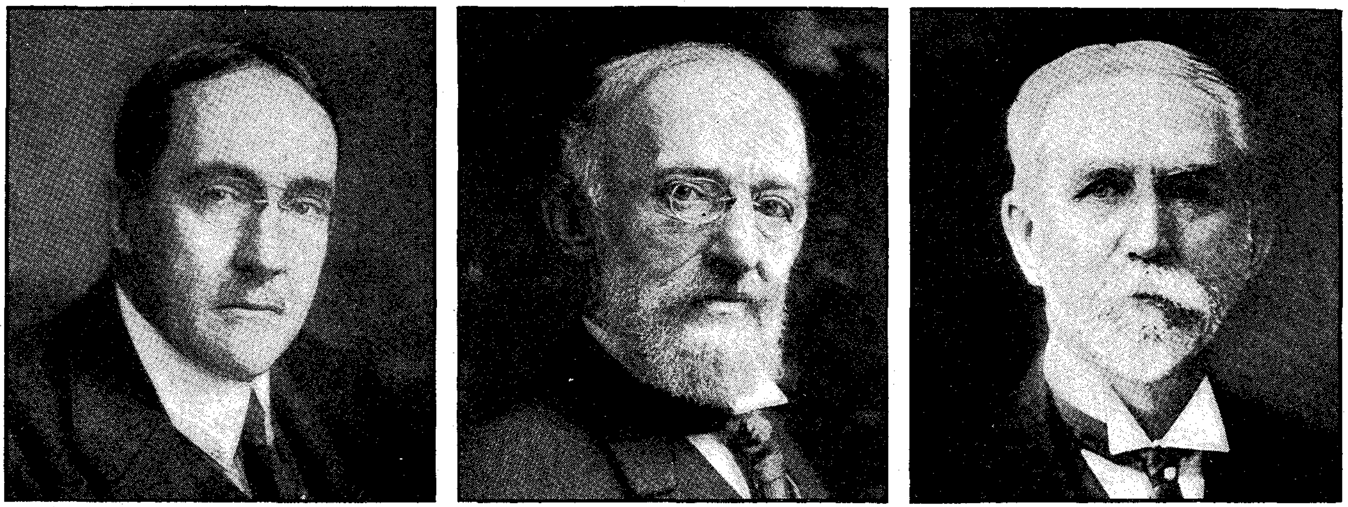
Startling statements, however, come from business heads:

> "For every business day in New York City the loss to property criminals may be as much as $500,000, which equals $150,000,000 a year. There is no trustworthy statistical method of arriving at a total, but this figure is based upon the testimony of the men in closest touch, the officers of the Stock Exchanges, the District Attorney, the heads of various investigating bureaus and the calculations of our own accountants and experts."

This is from the President of the New York Indemnity Company, who pleads through *The World* for aroused public sentiment and more vigilance on the part of every one, while the chairman of the National Surety Company asks that people take "as much care and thought to defending their money and valuables as the thief puts into taking them."

That an increase in crime has come all through the United States since the war is the opinion of an old police reporter, William G. Shepherd, writing in *The American Legion Weekly*. He lays it not at all to an increase in the number of criminals. "But that criminals are growing wickeder, and crime more vicious, is beyond question," says he. To most papers commenting on the situation, it all seems to come back to a question of keeping police forces and district attorneys throughout the country "on their toes." It is for this reason that so much satisfaction is taken in the apprehension of the New York gang described. Says the Newark *Evening News:*

> "This achievement of the police is calculated to have effect far beyond the limits of this one crime. It will impress the entire underworld. When justice is alert and retribution is exacted by the law, swiftly and surely, no crime wave can exist."



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EX-AMBASSADOR GERARD EX-AMBASSADOR STRAUS DR. JAMES L. BARTON

"The Turkish Treaty ignores the pledge which America made to Armenia," declares Mr. Gerard, and Mr. Straus, formerly Ambassador to Turkey, opposes ratification of the document because it "gives everything to Turkey and nothing to this country." But Dr. Barton, who has devoted his life to welfare work, reminds us that "if we reject this Treaty there will be no basis for future negotiations."

A NEW TREATY FIGHT FOR THE SENATE

"MORALLY INDEFENSIBLE" is the strong term applied to the Lausanne Treaty with Turkey by three American Ambassadors—Gerard, Johnson, and Straus. This Treaty, which is soon to come before the Senate for ratification, is roundly denounced in a memorandum signed by the former diplomats and a hundred or more distinguished citizens, including Benjamin Ide Wheeler, president emeritus of the University of California; Judge Alton B. Parker, one-time Democratic candidate for President; Governor Smith, of New York; Bishop Manning; Dr. Henry Van Dyke; S. S. McClure; and Prof. Albert Bushnell Hart. In the memorandum signed by these well-known leaders in American thought, and sent to President Coolidge and Secretary of State Hughes, the document approved at the Lausanne Conference by our observer at the meeting, Minister Grew of Switzerland, is criticized as an "utterly purposeless and humiliating treaty, whereby the United States abandons hundreds of thousands of Christian Armenians to the mercy of the Turks," gives up "American rights in Turkey," and "drives a poor bargain for the Chester concessions." "This is a *startling indictment* of our diplomacy," remarks the Mobile *Register*, while the Sacramento *Union* characterizes the action taken at the Conference as "one of the darkest blots on the record of the State Department."

Another serious charge which the Gerard memorandum makes is that ratification of the Treaty would render impossible the continuance of American educational and philanthropic enterprises in Turkey. This, by the way, is absolutely denied by Dr. James L. Barton, Secretary of the American Board of Missions, Chairman of the Near East Relief, and representative at the Lausanne Conference of American religious, educational, and philanthropic interests in the Near East. A State Department official is also quoted by the Washington correspondent of the New York *World* as saying that neither Mr. Gerard nor the hundred or more prominent men who signed the memorandum have ever seen the text of the Treaty and do not know its contents in detail, and that the move to defeat ratification is to be construed as an effort to "raise a cloud of dust" at the beginning of this session of Congress in the hope that the Senate may weaken the Treaty by the familiar form of reservations.

In a recent address Mr. Gerard said:

> "We oppose this Treaty upon two grounds: First, it acquiesces in the abrogation of the capitulations under which our missionaries have prosecuted their work in Turkey since 1832; it makes them subject to Turkish laws and, furthermore, it ignores the pledge which America has made to Armenia. Second, *it is a surrender to a weak and insecure Government* and one which has never kept its engagements."

Others, including Mr. Oscar S. Straus, formerly Ambassador to Turkey, have added their protests. According to Mr. Straus:

> "The Treaty is the most diabolically one-sided document I have ever seen. It gives everything to Turkey and nothing to this country. Why our State Department negotiated it is inconceivable to me. The so-called Chester concessions, for which the Treaty was signed, are a poor bargain.
>
> "The Treaty proposed that Americans shall have the same rights in Turkey as the natives. The irony of this is that the natives have no rights."

In the Gerard memorandum sent to the President and Secretary of State, the Treaty is attacked on several points, the distinguished signers asserting that—

> "Our nationals in Turkey are to be deprived of the protection of the American consular courts—a prerogative they have enjoyed since 1832—and made subject to the notoriously corrupt Turkish police and courts.
>
> "Our missionary institutions in Turkey are to be likewise subject to Turkish laws. The question of indemnity for damages suffered by Americans 'through arbitrary and illegal acts' is left for later discussion. Our merchant vessels may, as in the past, pass through the Dardanelles which, however, may be closed at the will of the Turks, as was done in 1914.
>
> "Our archeologists enjoy the same rights that are enjoyed by Turkish archeologists. This only requires the comment that there never have been any Turkish archeologists.
>
> "The open door—we resume our former privilege to trade with and invest in Turkey. The importance of that privilege may be gaged by the fact that in 1913, when Turkey's estimated population was 17,500,000, American exports to that country amounted to $3,313,821 or 16 cents per capita. The population of Turkey now is only about 5,000,000.
>
> "Protected minorities are to enjoy the 'protection' of Turkish laws—as in the past. Since 1774 Turkey has solemnly agreed in 21 international documents to protect the Christians. . . .
>
> "We believe that the honor of America, no less than every dictate of reason, demands that the Senate reject the Lausanne Treaty."

Before we turn to a defense of the Treaty, let us find out what the furor is all about. Altho the State Department does not disclose the contents of a treaty until the Senate has had an opportunity to pass upon them, the Secretary of State, in this instance, thus summarizes the following subjects of particular American concern:

> "1. The maintenance of capitulations which may be essential to the appropriate safeguarding of non-Moslem interests.

"2. The protection, under proper guaranties, of philanthropic, educational and religious institutions.

"3. Appropriate undertakings in regard to the freedom of opportunity, without discrimination or special privilege, for commercial enterprise.

"4. Indemnity for losses suffered by Americans in Turkey as a result of arbitrary and illegal acts.

"5. Suitable provisions for the protection of minorities.

"6. Assurances touching the freedom of the Straits.

"7. Reasonable opportunity for archeological research and study."

Courtesy of the Near East Relief

APPEALING HANDS

Rejection of the Treaty would lead to the closing of all American institutions in Turkey, believes the Director of the Near East Relief.

Dr. Barton, Chairman of the Near East Relief, who, as the Manchester *Union* points out, "has devoted his life to religious education and welfare work," strongly resents the attitude of Mr. Gerard and his associates, and says in a New York *Tribune* interview:

"There is much reason for believing that the rejection of the Treaty by the Senate would lead to the closing of all American institutions in Turkey—religious, educational, philanthropic and commercial—and would close the door for future negotiations. The ratification of the Treaty would make possible the continuation in the country of established American interests.

"Turkey has been admitted into the sisterhood of nations by the Allied treaties; America can hardly afford to withdraw now its influence from that country in which its interests are humanitarian and not political."

The charge that American citizens are discriminated against in Turkey is thus met by the Jacksonville *Florida Times-Union:*

"The document says our nationals in Turkey are to be deprived of the protection of American consular courts. Do we give Turkish nationals in this country the protection of Turkish consular courts? We do not, and no American would consent to give the nationals of any country the protection of their consular courts.

"We are told that 'our missionary institutions in Turkey are to be subject to Turkish laws.' They should be, and if they are not willing to be, they should be withdrawn, for they are there as enemies instead of friends. If they are unfriendly to Turkey—if they are centers of discord and enmity—the Turks should not permit them to exist. We would not permit the existence of such centers of foreign influence inimical to the United States, and we should not.

"As friends these institutions are welcomed in Turkey and can do a vast amount of good. What good could they do as enemies? The Treaty ought to be ratified in the interests of the American missionary undertakings, if for no other reason."

Moreover, maintains the Springfield *Republican*, "the State Department is presumably better informed than its critics as to the necessity of conceding the first of the seven points summarized by Mr. Hughes." According to a trade expert in our Department of Commerce, who acted in an advisory capacity at the Lausanne Conference, Turkey must be reckoned with in the future as one of the big Powers whose finances are in better shape than those of any other European nation, with the exception of Great Britain. And "much criticism of the Treaty," explains the New York *Tribune*, "is based on a misapprehension of the conditions under which the agreement was made." For, says this paper:

"Our Government could really only participate in Turkish dismemberment to the extent of influencing decisions taken by the Powers which conquered Turkey. When the latter abandoned Armenia, or at least Turkish Armenia, we were disbarred from challenging their verdict.

"Criticism of the Treaty which does not take these things into account is emotional, not practical. The real test to be applied to our readjustment of relations with the Turkish Republic is whether it gives us economic and juridical rights fairly equivalent to those conceded at Lausanne to the States which conquered Turkey."

With Dr. Barton, the Manchester *Union* thinks rejection of the Treaty with Turkey would be disastrous. As this conservative paper puts the case for ratification:

"The Gerard group, which would seem to be specifically a welfare group aiming chiefly at relief for the Armenian people, would have the Senate reject this Treaty because it does not provide adequately for the protection of this people, and also fails in many other respects to realize all the ideals of a perfectly satisfactory treaty from the point of view of the American uplift. Its counsel is a counsel of perfection. All is not done, hence nothing worth while has been done. Let us throw this poor thing overboard, and then demand of Turkey a treaty in which she shall be bound to shape her course according to charts provided by us.

"In other words, Gerard would have us throw away an imperfect treaty because it is not perfect and go rainbow-chasing after a dubious ideal. Dr. Barton would have us take an imperfect tool, do the best that can be done with it, and meanwhile endeavor to improve it.

"The somewhat unusual feature of the case of Gerard versus Barton is that it is the man of the world, the former Ambassador to Germany, who is all for the ideal and nothing short of that, while the veteran missionary secretary, whose whole life has been devoted to religious education and welfare work, pleads for a practical course of action in face of things as they are."

"Together we stand; divided we fall," seems to be the attitude of the Detroit *News*, which reminds us that—

"By rejecting the Treaty America would become the single great Power without friendly connections with Turkey; by ratifying it, we become one of several States, most of whom, because of their greater proximity to Turkey and more extensive commercial interests with her, are even more anxious than we to secure a better treaty. We can not do better than stand with the other great Powers and ratify the Lausanne Treaty.

"If the Turks refuse to behave, all the Powers acting in concert can deal with them. And if they live up to the Treaty, the Powers in concert can point out the modifications they desire, and stand a better chance of getting them than if they acted singly. There is nothing else an Oriental diplomat likes quite so well as to deal with a divided opposition."

But the Nashville *Tennessean* and the Philadelphia *Record* believe the Treaty should be rejected, for, as the Northern paper observes, "it is against good morals and the public welfare." Furthermore, declares *The Record:*

"If our Government would rise to a great moral conception and rebuke England and France and Italy for selling civilization to Angora for a mess of very poor broth, the moral influence of the United States throughout the world would rise immeasurably, and it would not be very long before the Turks would offer terms to induce us to return. We may not fight the Turk, but to accept his terms is to betray civilization."

THE MOVE TO DUN FRANCE

COINCIDENT WITH THE SUGGESTION of Senator Smoot, a member of our Foreign Debt Commission, that allied nations other than Great Britain be reminded of their war debts to the United States, and with the demand of the ex-service men that they be given a bonus, together with the announcement that Congress *will* take up at the present session the question of interallied debts, "special emphasis," observes the New York *World*, "is laid on the French indebtedness, because of the insistence with which France has interwoven debts and reparations." Of the French and other war debts, exclusive of the British debt, amounting to a total debt of $7,200,000,000, President Coolidge says in his message to Congress: "I do not favor the cancellation of this debt, but I see no objection to adjusting it in accordance with the principle adopted for the British debt. Our country would not wish to assume the rôle of an oppressive creditor, but would maintain the principle that financial obligations between nations are likewise moral obligations which international faith and honor require should be discharged."

THE DEBTS OF EUROPE TO THE UNITED STATES ARE AS FOLLOWS:

Armenia	$13,673,174.37
Austria	26,942,394.00
Belgium	437,197,129.59
Cuba	7,740,500.00
Czecho-Slovakia	106,292,205.32
Esthonia	16,088,771.26
Finland	9,294,362.27
France	3,844,132,250.77
Great Britain	4,746,862,560.29
Greece	15,750,000.00
Hungary	1,888,135.89
Italy	1,932,715,485.50
Latvia	5,775,864.01
Liberia	29,518.85
Lithuania	5,728,872.23
Nicaragua	170,585.35
Poland	153,281,676.81
Roumania	41,992,599.28
Russia	232,313,968.15
Serbia and the Kingdom of Serbs, Croats and Slovenes	59,098,683.50
The loans to European allies in the war	11,328,066,747.09
The loans to war succession States	307,252,211.79
The loans to allies outside of Europe	21,613,778.59

The unpaid interest amounts to over $1,500,000,000.

—From the Chicago *Tribune*.

Less than a month ago, it will be recalled, Premier Poincaré declared, in effect, that payment of the French debt to the United States was contingent upon the recovery of reparations from Germany. The exact words of the French Premier, according to a stenographic report of the speech furnished by the French Bureau of Information, New York, were:

> "We do not intend to repudiate our debts, but how can we admit that the Allies claim payments from each other, even before Germany has paid? . . . The damages caused to persons and to properties should have a priority over war expenses. . . . How is it possible to imagine that the friends of the past, the present, and the future be treated more severely than former enemies? Such an injustice seems impossible."

Senator Paul Dupuy, a personal friend of Mr. Poincaré and the owner of *Le Petit Parisien*, one of the most influential journals in France, thus explained France's position in a Washington speech:

> "We do not pay you, because we can not pay, and we can not pay, because the Germans do not pay us. But the French Government has never taken the attitude that if the Germans did not pay France, France would consider herself free from her debt to the United States."

Administration officials, on the other hand, point out that no such contingency was stipulated when the debt was contracted. And now Signor Schanzer, former Italian Finance Minister, declares that "Italy's conscience will be clear even if she does not pay her debts to the United States." In fact, remarks the Dayton *Journal*, "Great Britain is making an honest effort to pay her war debts, but the other nations seem to be doing their best to forget them." There are many of these nations, we are reminded by the Indianapolis *News*, "and it is important that procrastination be ended, and a basis for an understanding arrived at. Since France's debt is the largest—about four billions—and France is the dominant Power in Europe, an adjustment of its obligation would have wide influence on the smaller debtors."

"There is a natural objection to dunning a nation which has suffered as France has suffered," notes *The World*, yet, in the opinion of the Pittsburgh *Sun*, "the attitude of the French Government seems to leave no other course." "If France can loan large sums to other nations for political and industrial advantage," agrees the Boston *Christian Science Monitor*, "she should at least be able to meet some of the accumulating interest charges on her debt to the United States." As a matter of fact, points out a Washington correspondent, "France has not even made provision in any of its budgets since 1918 for payment of interest."

Everything considered, including France's liberal treatment of us after the Revolutionary War, would it be an "unfriendly act" to ask France at the present time for a statement as to her intentions regarding her war debts to the United States? Should we as a nation bring pressure to bear upon France? These are some of the questions that arise. In a recent questionnaire sent out by the St. Louis *Post-Dispatch*, Frank W. Taussig, adviser to the economic drafting commission of the Versailles Conference, advises against dunning France, and Charles W. Eliot, president emeritus of Harvard University, believes "nothing but irritation would come from discussing with France her debt to America." This also is the view of the St. Louis *Globe-Democrat* and the Manchester *Union*. At present, point out Washington correspondents, the French franc is at the lowest point in its history—less than 5½ cents—so that France would have to pay at least three francs for every gold franc she would give the United States; and France has no gold. The only way to get gold is through trade, but "we proceed to erect a high tariff wall against imports," remarks the New York *World*. A formal public demand upon France for a settlement, believes the Washington correspondent of the New York *Journal of Commerce*, "would cause the franc to follow the German mark in its downward flight," and the New York *Times* correspondent agrees that—

> "Any such reprisal doubtless would in a degree, at least, prove a boomerang, by its effect upon the sales value of millions of dollars' worth of French Government bonds held in this country and upon commerce with France."

In the opinion of the Knoxville *Sentinel:*

> "No good can come of Congress taking up this matter for discussion. Charges and countercharges would fly back and forth between France and America, and both peoples would be stirred up to the breaking-point."

Furthermore, thinks the Dallas *News*, "Senator Smoot's associates on the Foreign Debt Commission—Secretary of the Treasury Mellon, Secretary of State Hughes, Secretary of Commerce Hoover, and Representative Burton of Ohio, may not agree with the Senator that we should press France for a settlement." And if a majority should agree, says this Texas paper:

> "The likelihood is that the State Department would not sanction such action as Senator Smoot has proposed. France and Italy would say that they are relying on what is due them from Germany to pay what they owe us. That would join the question of debts and the question of reparations, and leave Mr. Hughes little chance to escape from the necessity of declaring definitely whether he would propose a remission of some part of the debt as a means of bringing about some reduction in the reparations demand."

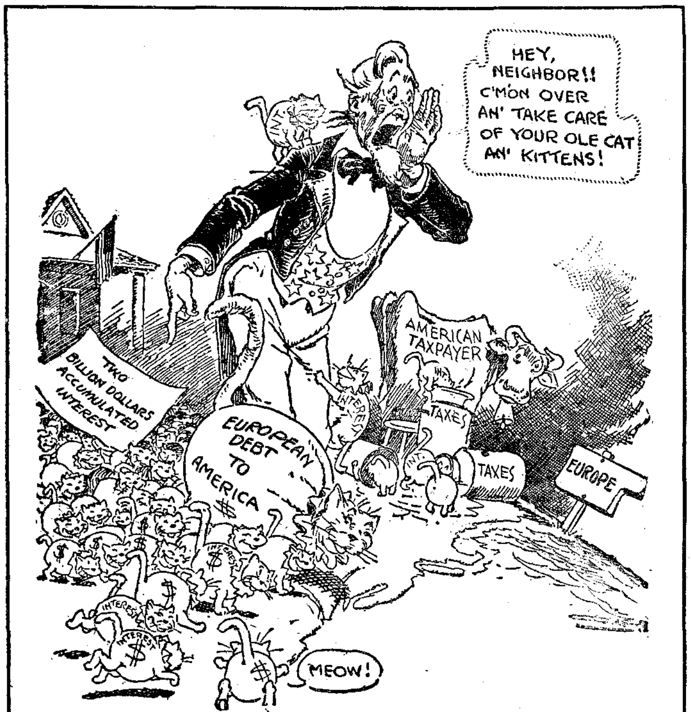
An equal number of editors on the other hand maintain that the United States should press France for payment. The Des Moines *Capital* goes still further; it is in favor of making every country pay the debts due us. "Common sense agrees with Senator Smoot's suggestion," declares the New York *Sun and Globe*, while the El Paso *Times* is of the opinion that, "since diplomatic methods have not produced results, we must do something else." Continues this paper:

> "This does not mean that the United States Government is inclined to press France for hard cash. In consideration of France's present circumstances, of the historic friendship of the two Powers, and of the recent war association, our Government and people are willing to forego cash for a good many years yet. All that they want is France's assurance that it officially recognizes its debt to the extent of making serious constructive plans for meeting it some day.
>
> "Especially in view of Premier Poincaré's latest oratory, it is time to come to a show-down on this question. Can we get such an assurance, or shall we be refused? For the sake of France, the world and ourselves, this question needs to be prest until a definite answer is made."

E. H. Gary, well versed in the law and now Chairman of the Board of the United States Steel Corporation, pointed out in a recent New York speech as if in reply to Mr. Poincaré:

> "It has been asserted by certain foreign nations that they are willing to pay their debts when their debtors pay them and not before. Did any one ever before hear such a condition insisted upon by any self-respecting, solvent individual or nation? Does any one of these foreign nations, through its courts, allow individual debtors to other individuals to postpone payment until these debtors have collected their claims against third parties?"

"Premier Poincaré seems to forget," remarks the Memphis *Commercial Appeal*, "that the United States increased its own debt during the war three or four times more proportionately than France did. Also does he seem to overlook the fact that this country has not received a cent out of the war; not even anything on account for the maintenance of the American Army of Occupation along the Rhine." In fact, declares *The Nation* (New York), "the United States has been buncoed by the Allies out of its share of the costs, paid by Germany, of this Army. All the Allies have done is to promise to remit to us, after certain prior Allied deductions, 25 per cent. of future German reparations payments, if and when made, during the next twelve years." Meanwhile, we are told by the Newcastle (Ind.) *Courier*, "the Treasury on October 15 paid about $151,000,000 interest on the national debt. Half of that sum should have come from foreign sources, but it didn't. All of it was taken from money contributed by American taxpayers." "And the American taxpayer," the Chicago *Tribune* rises to remark, "is not on a bed of roses."


HEY, NEIGHBOR!! C'MON OVER AN' TAKE CARE OF YOUR OLE CAT AN' KITTENS!
TWO BILLION DOLLARS ACCUMULATED INTEREST
EUROPEAN DEBT TO AMERICA
INTEREST
AMERICAN TAXPAYER
TAXES
TAXES
EUROPE
MEOW!

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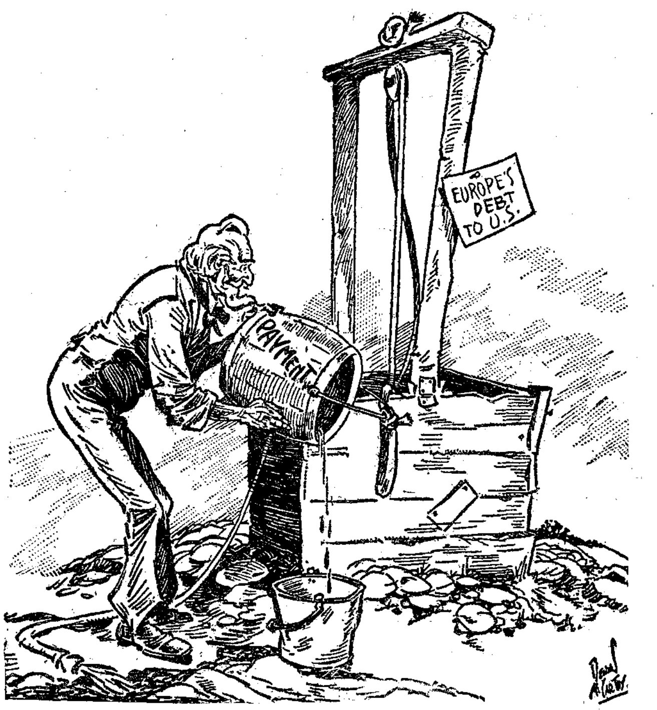
MULTIPLYING VERY RAPIDLY

—Orr in the Chicago *Tribune*.



NOT SO MUCH

—McCarthy in the Washington *Herald*.

What the Norfolk *Virginian-Pilot* can not understand is this:

> "If France is unable to pay interest on her debt to America, she is yet able, and apparently anxious, to lend five billion francs to Poland and her Little Entente allies, to be expended by them for French-made munitions. A debtor who is unable to pay, but is yet able to lend, is an economic phenomenon that needs explanation."

According to David Lawrence, who writes from Washington for a syndicate of newspapers:

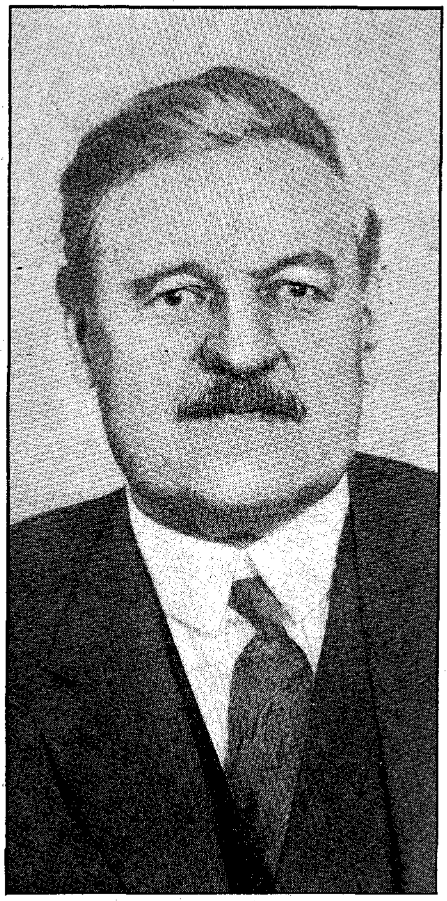
> "If the European debtors would arrange to pay the interest on their debts, the United States Government could probably begin to pay a bonus to its soldiers and sailors. As it is, the United States Treasury is paying that interest to the holders of Liberty Bonds, whose money was originally lent to the Allies. To obtain the sums needed for interest payments on Liberty Bonds, the Treasury Department collects income taxes from seven and a half million American citizens. If the interest payments on Liberty Bonds were not on the list of government obligations, there could be an even greater reduction in taxes than Secretary Mellon has proposed."

To the Brooklyn *Eagle*, the alarming aspect of the foreign debts problem is that—

> "The present policy of ignoring their debts to us at the same time that they are increasing their obligations to others is steadily diminishing the ultimate capacity of European nations to meet America's just claims.
>
> "Under these circumstances America has not only the right but the duty to consider a course of action. America might well send a note to the Powers which are in our debt, explaining to them that we would welcome a preliminary conference on the question of these debts.
>
> "It is for their interest as well as ours that their debts should not mount to an absurd and impossible figure. Their credit in the world's chief financial markets depends upon recognition and payment of these debts. Our relief from excessive taxation also depends upon it. Thus both parties to the transaction can only gain from a discussion of the problems involved."

DRYING UP CHICAGO

LESS THAN THREE MONTHS AGO five thousand saloons, cabarets, coffee-shops and blind-tigers in Chicago were openly selling whisky, gin, wines and beer, which were also being served in cafés and restaurants. Twenty breweries were making and distributing real beer. More than 150 persons were killed by moonshine whisky in Chicago in the first nine months of the year, and 97 per cent. of moonshine liquor seized in police raids was found to be poisonous. This was the situation as described in the public prints. Said the Chicago *Daily News*, in September: "There is such big money in making and selling illicit beer in Chicago that the men who are getting that money find it desirable to employ their own expert gunmen to do battle in Chicago's streets for monopoly rights in beer." But matters came to a climax, when, following other affrays, two gunmen were killed in the street. Mayor Dever of Chicago clamped on the lid, and tho he is not a Prohibitionist himself, he has, in less than three months, according to several newspaper writers, made Chicago the driest large city in the country. In so doing, he has, in the opinion of out-of-town papers, like the Dayton *News*, Newark *Sunday Call* and Manchester *Union*, set an example for all of our city executives. According to interviews with the Mayor, and news dispatches from Chicago, the Mayor's success is chiefly due to two things: the cooperation of Federal, State and city officials, and the revocation of the licenses of all places of business in which intoxicants were found. Motives, remarks the Manchester *Union*, seem to be "considerably mixed in this Chicago business." The Mayor won support, especially among his German constituents, through the belief that strict enforcement would being modification of the law. Then, "as is always the case in the liquor business, the law-breakers invited intervention," the "beer murders" acting "like the touch on a release button." Besides, there was "the hot resentment of the rank and file of the police against the grafting officials of the Department and their favorite subordinates." Mayor Dever himself agrees that it was the street shootings that brought the clean-up. To quote an interview with Mr. Dever:



"I AM NOT A PROHIBITIONIST"

Says Mayor William E. Dever of Chicago. But he is enforcing Prohibition in Chicago, and declares that "the police force, the saloon-keepers and the beer gentry" know "the storm won't blow over."

> "I told Chief Morgan A. Collins, a most able policeman, that he was going to clean up the town; that he was to go ahead and take whatever steps he deemed necessary to end this menace.
>
> "Six police captains were suspended. I called a meeting of all the law-enforcement officers in Chicago and Cook County, the United States District Attorney, a representative of the Illinois Attorney-General, the State's Attorney, the Corporation Counsel, and the City Attorney. Then, too, the Sheriff and the Coroner were there, along with the head of the local Prohibition-enforcement office and the Chicago Health Commissioner."

All these enforcement agencies at once cooperated to shut up the breweries, to keep liquor from entering the city, to set up a new court for liquor cases, to facilitate prosecution, and to take care of license revocations. For the first time in the United States, as Mayor Dever believes, "we had every law-enforcing agency in a great city working together as one." But his most powerful weapon was the city license law; "every place where liquor was being sold—saloon, soft-drink parlor, coffee-shop, cabaret, café, hotel, or restaurant—was operating under a city license." Rading squads of policemen were sent out to investigate all these places, Mayor Dever remarking in an interview that even grocery-stores, butcher-shops and haberdasheries were investigated—"we even found liquor in women's wearing-apparel shops." The violator of the liquor law knows, according to the Mayor, that he has little chance of securing another license to conduct a business while the present executive is in office. Since September 18, when the Mayor's campaign started, 1,723 licenses have been revoked; 2,345 drinking-places have closed voluntarily. Only 1,195 of these places of refreshment are now operated and, according to the Mayor, "you can't buy a drink openly in any one of them." The New York *Herald* gives figures showing a decided drop in arrests for drunkenness, and also in the numbers of burglaries, robberies and other crimes. In his interview, Mayor Dever insists that he is "not a Prohibitionist and probably never will be," that he believes "in good wholesome beer at moderate prices for those who like it, if it can be sold legally." But if "the people of Chicago can not have good beer, wines, and liquors legally, they are not going to have poisonous green beer, deadly hootch, or moonshine, so long as I can stop it." And Mayor Dever has no doubt that he can stop it:

> "Of course, I am not so optimistic as to believe that I or any other official can ever prevent the occasional smuggling of beer or liquor into Chicago, but I know that I have destroyed the traffic and it can't come back. Beer-running or selling as a commercial enterprise is dead beyond recall until Congress has reversed itself."

"Good!" cries the Chicago *Herald-Examiner*, cheering on the Mayor's campaign. It is clear enough to the Chicago *Daily News* "that the Mayor and the forces of good citizenship for which he stands must win, because the very insolence of the men who flood the city with beer under the noses of the police can not be tolerated much longer by the law-abiding people of Chicago." While Mayor Dever's belief "that strict enforcement is the surest way to amendment," clashes with the Chicago *Evening Post's* own belief "that strict enforcement will insure the permanence of Prohibition," that paper insists that "the only right course is that which the Mayor is following":

> "The one thing we are convinced a majority of the American people do not want is the defiance of law which has marked so widely the reaction of those who dislike the Eighteenth Amendment. The evil must be conquered by the faithful performance of duty on the part of all in authority, and with the support of all right-thinking Americans, before there can be any fair test of whether Prohibition in practise is what the country wants."

A slightly different tack is taken by the Chicago *Tribune*, which does not believe that Prohibition is at the bottom of the gang murders, due to beer-running: "Beer-running is the froth, the body of the brew is crime and criminal politics."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

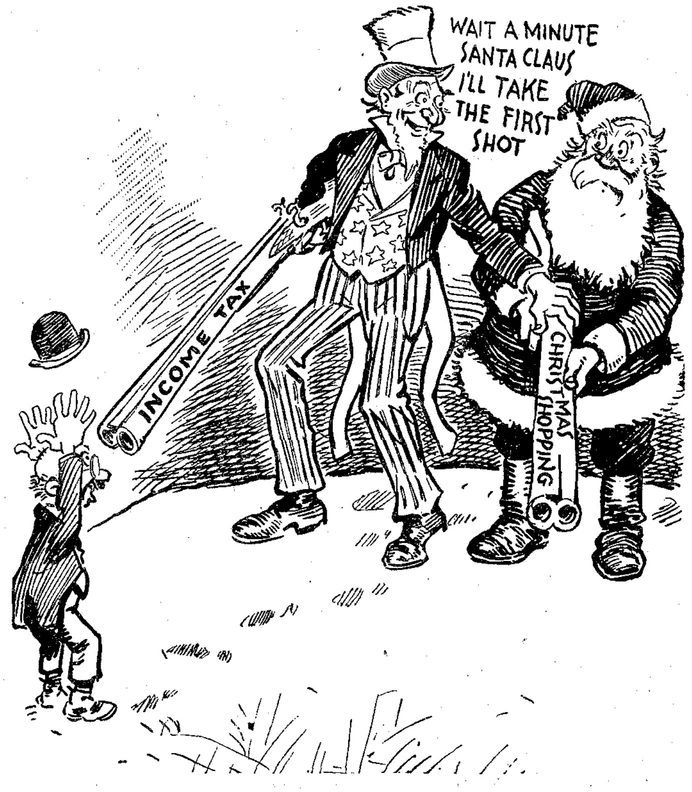
The fruits of victory that the Allies won are apples of discord. —*Washington Post.*

The wheat farmer is advised to raise something else, and he's doing it.—*Omaha World-Herald.*

If Iceland really wants Prohibition, we have a lot of it that isn't being used.—*Detroit Free Press.*

What the old-line politicians really fear is not the 3d party but the 4d party.—*Norfolk Virginian-Pilot.*

Brother Magnus will discover that there are many expert milkers in Washington, notwithstanding that the most of them have never practised on a cow.—*Rochester Herald.*


WAIT A MINUTE SANTA CLAUS I'LL TAKE THE FIRST SHOT
INCOME TAX
CHRISTMAS SHOPPING

OPEN SEASON FOR YOU KNOW WHOM

—Morris for the George Matthew Adams Service.

Lady Astor calls her hecklers hyenas. Thus doth the advent of women purify politics.—*Columbus Dispatch.*

The slashing of taxes can be expedited by sending at least part of the pork barrel to the scrap-heap. —*Boston Transcript.*

By the time Europe gets around to communism, it won't be very difficult to divide up what's left.—*Sacramento Bee.*

Senator Says Coal Situation Satisfactory.—*Headline.* The Senator must be sojourning near the Equator.—*Capper's Weekly.*

Reports indicate that New York's bandit colony is observing its established rule of doing its Christmas shooting early.—*Danville News.*

Perhaps William Randolph Hearst's best service to the country will be his expensive demonstration of the limits of the power of the press.—*Boston Herald.*

It may be true civilized man can not do without cooks, but he's going to have to struggle along without Doctor Frederick A. for at least fourteen years.—*Philadelphia North American.*

Germany evidently wants to wait until the war is over before she starts paying for the thing.—*Kankakee News.*

"Spain to Rush Preparations for Next War."—*Headline.* Who is Spain going to lick now?—*Manchester Union.*

Inured to the climate of the North Pole, Dr. Cook should not find the temperature of the cooler distasteful.—*New York Evening Post.*

In the not distant future some woman is going to add picturesqueness to the political scene by throwing a spring bonnet into the ring.—*Washington Star.*

Why not organize a Coolidge Club, not for political purposes, but with the view of encouraging more people to keep their mouths shut?—*Atchison (Kan.) Globe.*

Armistice Day was well named, for that is what it still is five years after war formally but not actually closed. Europe fights on. Peace and reason still wait on the sidelines.—*Capper's Weekly.*

London dispatches declare that the late Baron Rothschild had the finest collection of fleas in the world. Countless thousands in Russia will rise up to denounce it as a base canard of the capitalistic press.—*New York Tribune.*

There is not a particle of doubt as to what Dr. Cook discovered in Texas.—*Chicago Daily News.*

A woman's secret society has been formed in America. It sounds impossible.—*London Opinion.*

Doc Cook's next book should be called "From Pole to Pen; or, Gum and Oil Drops."—*Brooklyn Eagle.*

The great need of the wheat farmer at present is fewer experts and more exports.—*Associated Editors (Chicago).*

Israel Zangwill says that Americans are lazy and inefficient. That's probably why the industrious and efficient Europeans owe us so much money.—*Nashville Southern Lumberman.*

The Fascist movement has spread to Japan, where it will deal firmly with the next earthquake.—*Life (New York).*

It is clear that when the Germans were toasting "the day," they were not referring to pay-day.—*New York Tribune.*

Civilization is just a process of getting rid of our prejudices. — *Macon News.* And acquiring some more.—*Boston Transcript.*

Tho cotton is 36 cents a pound, you don't hear the boll-weevil howling around about the increased cost of living.—*Dallas News.*

In relation to coal prices and coal taxes, Governor Pinchot must feel like a butcher who has been elected president of the vegetarian club.—*Boston Herald.*

Mussolini was recently presented with the freedom of the city of Bologna. Very nice, but he'd have probably taken it if they hadn't given it to him. —*The Humorist (London).*

European nations could make more progress in paying for the last war if they would stop spending for the next one. —*Washington Post.*

It looks as tho sooner or later every German would have a chance at playing chancellor.—*Boston Transcript.*

Current Old Guard fashion hints for the Presidential ring put the taboo on the Hi hat.—*Norfolk Virginian-Pilot.*

A man who broke into a house recently took nothing but a gramophone. All the neighbors are now under suspicion.— *The Humorist (London).*

If that spiritualist gentleman's ghost correspondent is right in claiming there is no hell, heaven's going to hold some dreadfully mixed company.—*Dallas News.*

German taverns are selling drinkables at prohibitive prices, we read, but the real distress won't come till they begin charging Prohibition prices.—*San Diego Union.*

The proposed substantial reduction of the United States Income Tax is said to have been made possible by British money. It is fine to feel that we have not waged the Peace in vain.— *Punch (London).*

When the twenty-five dinosaur eggs discovered in Mongolia were unpacked in New York one of them was found to contain the skeleton of a baby dinosaur. There have been no complaints about the other two dozen.—*Punch (London).*

FOREIGN COMMENT

THE NEW TURKEY AS A BUSINESS PROPOSITION

BANDITRY, CIVIL STRIFE and hopeless economic chaos threaten the structure of the new Republic of Turkey, according to James W. Gerard, former Ambassador to Germany and Chairman of the American Committee for the Independence of Armenia, who in a statement to the press, protesting against ratification of the Lausanne Treaty between America and Turkey, declares that "eighty-five per cent. of the people of Turkey are threatened with starvation," while the expenditures of the Government are "more than three times greater than its revenue." There are observers who do not take so pessimistic a view of the new Turkish State, yet who question whether the Turks, having won an almost miraculous military and diplomatic victory over Europe, are capable of reaping its fruit in the economic development of their country. This doubt appears in various sections of the Russian press, of the Soviet and of the anti-Soviet inclination, and these Russian views are of particular interest from the fact that they are offered by Russian correspondents in Turkey. Thus, the Angora correspondent of the Moscow *Isviestia* writes that while new Turkey possesses an invaluable treasure which the Ottoman Empire did not possess, namely, the independence and sovereignty of the Turkish nation, these priceless holdings can be kept only if the economics of the country are rehabilitated. As to conditions in Anatolia, the Angora correspondent of the Russian anti-Soviet *Posliednia Novosti* (Paris), writes as follows:

P. & A. photograph

PILOTS OF TURKEY'S NEW SHIP OF STATE

Prime Minister Ismet Pasha, at the left, and President Mustafa Kemal, the "founder of the Turkish Republic," at the right, with his wife in the center.

> "Western Anatolia looks like a desert. Its population has been killed off or has emigrated, and its villages have been reduced to ashes. Turkish and Christian refugees are unanimous in asserting that one may drive in the quadrangle formed by Smyrna and Panderma in the west and Adabazar and Afium-Karaghissar in the east, for dozens of miles without meeting one single human being. Smyrna is still a heap of ruins. The once wealthy and lively city is dead and hardly will be resuscitated. At eight o'clock in the evening the quay which usually swarmed with people is now empty and plunged in darkness."

The situation is no better in the opposite extreme of Anatolia, in the Armenian regions bordering on Transcaucasia, where, we are told, "nothing has been rebuilt in the provinces of Erzerum, Van, Bitlis, etc., to obliterate ruin wrought during the World War." According to the Angora correspondent of the *Isviestia*, another once prosperous area, Cicilia, situated in southeastern Anatolia along the Mediterranean coast, suffered irreparable damage in 1919 to 1921, during the course of Franco-Turkish hostilities. This informant relates further that the most conservative estimates made by members of the National Assembly put the number of houses destroyed in the past four years at 73,070 in cities and 87,669 in villages, to which must be added the number of dwellings destroyed in the south and in the east of Anatolia, making in all a total of more than 300,000, which is said to be enormous for Turkey. The Angora correspondent of the *Posliednia Novosti* writes that even in the regions of Asia Minor, where there was no war, the situation is almost desperate, yet he adds:

> "The Turks are very proud of the fact that neither the World War nor the Greco-Turkish War has disorganized their finances. As is well known, no excessive quantities of paper money have been issued in Turkey. But this must be explained by the fact that the military authorities in war times not only requisitioned grain, cattle, means of transportation, etc., but also forced the population to work gratuitously at road-building, the construction of fortifications, and other work. The result is that no cattle are left in Anatolia, agricultural implements are worn out, and the area under cultivation is greatly diminished."

Eleven years of uninterrupted mobilization during the war, we are told, has cut down the population of Anatolia enormously, and what is worse, according to the *Isviestia*, epidemics are rife in the country. This Moscow organ reports that to the two plagues of long evil repute among Anatolian agriculturists, namely syphilis and consumption, has come a third in malaria, which is especially fatal to children, of whom about eighty per cent. succumb. Under such circumstances it is obvious that the economic situation must be painful, and altho Turkey is essentially an agricultural country, the *Isviestia* points out that it has had to import grain to the amount of 36,000,000 Turkish lire in order to keep the population of Constantinople alive. It also had to import great quantities of sugar and of general manufactures and merchandise. Meanwhile this Moscow informant notes that Turkish exports have fallen almost to zero, and even the tobacco industry, the only one really developed in Turkey, has suffered considerably, so that a number of foreign tobacco firms have shut up shop. We are told further that the taxes are so high that many business men are leaving the country. Meanwhile it is predicted that there will be a huge deficiency in the national budget. According to the Angora correspondent of the *Posliednia Novosti*, no small detriment to business lies in the fact that:

> "In all southern Anatolia, and especially in the provinces of Sidin, Mamuret-el-Aziz and Diarbikir, the roads are swarming with bandits, so that it is impossible to travel there. The demobilization of the army increased the number of these bands; and the reestablishment of order in the country, which has been at war for ten years, is an exceedingly difficult problem. If the demobilized soldiers, some way or other, can be settled in the fields that have been abandoned by Greeks and Armenians, the Government will still find itself at a loss as to what to do with the officers. Most of them are men incapable of labor; and on the other hand, the Turkish Treasury is not rich enough to pay them pensions. Yet these officers have fought for the liberation of Turkey and are entitled to a compensation."

We are told, then, that it is but natural that these officers, left without means of existence, should join the ranks of the dissatisfied and be a menace to the peaceful development of the country. Of the political situation in Turkey, this Angora observer remarks:

> "The majority in the National Assembly belongs to the group of National Defense, which is headed by President Mustafa Kemal Pasha. As a matter of fact, this group, which is controlled by no one, disposes dictatorially of the destinies of the Turkish Republic. The Turkish Constitution, following the Soviet Constitution to a certain extent, has no responsible Ministers. The Council of the People's Commissaries is simply an irresponsible executive organ, carrying out the orders of the National Assembly, which, theoretically speaking, concentrates in its hands all executive and legislative power. But in truth this system results in an unlimited dictatorship of some three or four generals. As long as war was in progress such a dictatorship was justifiable, but now, after the peace has been concluded, and when the country must revert to normal conditions, and the whole economic and social life must be restored out of a heap of ruins, the dictatorship hardly can be considered as a normal governmental body."

Underwood & Underwood photograph

A TURKISH LEADER

Halide Edib Hanum, foremost of Turkey's new women, and Minister of Education, in the Republic of Turkey.

But what is still worse, we read further, is the fact that these generals themselves are helpless in the hands of extreme Nationalists and of the Army. Turks who realize that Turkey, industrially undeveloped and financially barren, can not rise without the cooperation of Europe and America, among whom Bekir Sami Bey is named, are said to be in disgrace and to have no influence.

It is exactly on this point that President Mustafa Kemal's party, the group of National Defense, differs from the former Young Turks, the representatives of the party of Union and Progress, which from 1908 ruled the country through its famous and ill-fated leaders, Enver Pasha, Talaat Pasha and Djemal Pasha. The Unionists are the only opposition party in Turkey. This Angora informant tells us that while Turkey was fighting in order to liberate herself from the bonds of the Treaty of Sèvres, the Unionists cooperated unreservedly with Kemal Pasha. It was their leaders, it is related, who conceived the idea of the Russo-Turkish alliance and were instrumental in preparing it. It was their leaders, also, it appears, who called to life the pan-Islamic and pan-Turkish movement throughout Asia, which contributed largely to the success of the Turkish Nationalists. On this account the Unionists enjoy favor in Turkey in spite of the fact that they dragged Turkey into the World War.

TALK OF A SWEDEN-FINLAND ALLIANCE

IMMENSE EXCITEMENT has been aroused by the proposal of Sweden's Foreign Minister, Mr. Hederstierna, that a defensive alliance be concluded between Sweden and Finland as a precaution against the "ever-existing menace of the Russian Giant." The suggestion was launched by Mr. Hederstierna at a dinner given him by the Swedish press, when, it is reported, he told his auditors of preparations made in the beginning of this century for a Russian military drive on Sweden. The calamity, it appears, was averted only by the outbreak of the war between Russia and Japan, but Mr. Hederstierna inquired pointedly whether there was any guaranty that Russia would not one fine day put into effect her frustrated plan. The speaker further reminded his audience, we are told, that both Sweden and Finland are members of the League of Nations, and if Sweden should be called upon by the League to help Finland, she would be morally obliged to do so. Nevertheless, Mr. Hederstierna held that an alliance should be the stronger bond between the two countries. As a result of this speech, we learn from the Swedish press, Mr. Hederstierna resigned as Foreign Minister, and the Swedish Premier, Mr. Trygger, announced that the former Foreign Minister's views did not represent the attitude of the present Swedish Government.

The Swedish newspapers are rather cautious in their remarks, tho they all seem to acknowledge the former Minister's courage and honesty. The Conservative Stockholm *Aftonbladet* agrees that Sweden must help Finland in case of a Russian attack, and the Stockholm *Nya Dagligt Allehanda* praises his consistency and sincerity without sharing his opinion. Still this journal thinks it likely that the leading European Powers find his process of reasoning self-evident and consistent. One of the noted Conservative organs, *Svenska Dagbladet*, defends the Minister's attitude vigorously, declaring that it for many years has worked for the same aim. But the Liberal *Stockholms-Tidningen* says skeptically:

> "A defensive alliance demands a cooperation of foreign policies for which the conditions may be lacking. There is, therefore, after all, not much occasion for our neighbor on the other side of the Gulf of Bothnia, on the foundation of the Minister's personal declaration, to kindle any hopes of a new Swedish policy in this question."

The Liberal Stockholm *Dagens Nyheter* demands of the Government that without delay it should "repair the harm" which the former Foreign Minister's speech has caused, and the leading Socialist daily, the Stockholm *Social-Demokraten*, asks to be enlightened on the Government's standpoint on the subject.

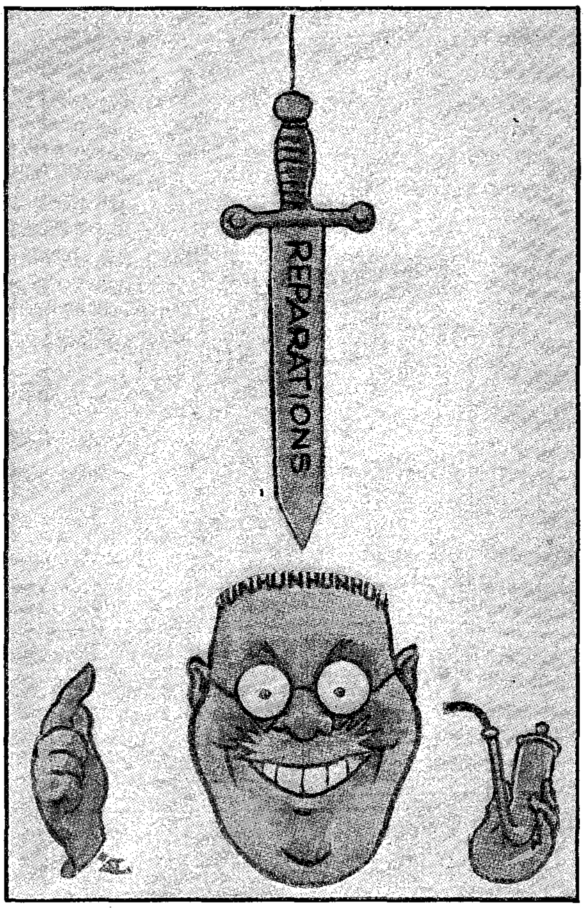
The Finnish press, in the Swedish as well as in the Finnish language, express deep satisfaction with the speech. They expected that the idea of Mr. Hederstierna would lead to fertile discussion and that an extended investigation would be started, of which positive results might be expected. The Helsingfors *Uuosi Suomi* averred that the speech "on this side of the Gulf of Bothnia is felt like a warm and honest shake of the hand of a friend." But following the news of the Government's disavowal of the speech and the Foreign Minister's resignation the Finnish papers strike a different note and give vent to their keen disappointment.

A CANADIAN VIEW OF "DRY" PROGRESS

THERE IS NO REASON to be downhearted about the cause of temperance because of reversals on Prohibition in certain Canadian provinces, according to the Vancouver *Sun*. Absolute prohibition seems to have been "a war-time ideal beyond the present and normal abilities of the Canadian people," says this daily, which believes that it is only natural "for the worn-out fervor of sacrifice to give place to an over-violent reaction." One thing is clear to this newspaper, which is that Canada's liquor legislation "can never be more advanced than the habits and tastes of the Canadian people," and it adds that the only way to improve those habits and taste is to "analyze them in the crucible of plain and convincing economic facts." For this reason it issues a warning to certain prohibitionists in British Columbia, who claim that their only chance for success lies in entering politics, and it avers that:

> "They are utterly and absolutely wrong; politics will get them nowhere.
>
> "What the Prohibition cause needs more than anything else is a careful and thorough analysis of the economics of the liquor situation.
>
> "It is not enough to deal with the liquor question solely on a moral basis. Liquor can not be said to be intrinsically immoral. It may lead one man to lose his morals and leave the morals of another quite untouched.
>
> "Since the liquor problem has its economic as well as its moral aspects, it can not be solved over night. If liquor is weighed in the economic balance and found to be evil, it will have to be eradicated in the course of human evolution. The process of that evolution can only be hastened by a careful and diligent study of facts and the attractive presentation of those facts to the public. Invective and abuse will avail nothing.
>
> "Evolution has already altered the face of the liquor situation. Little of that debauchery exists to-day which existed generally two hundred years ago.
>
> "This world is gradually getting better. Radical overnight reforms are never permanent. Improvement, to last, must be gradual. If liquor is evil, it will disappear gradually by the force of its own evilness."

Meanwhile some other Canadian newspapers are noting how Prohibition gets tangled up with politics, especially international politics, altho without any intentional effort on anybody's part, even the skippers of the rum fleet frequenting United States shores. Thus, *The Montreal Gazette* remarks, apropos of the seizure of a rum-ship off New Jersey, and of another in the Gulf of Mexico, that "evidently the United States Government seeks a very wide field for its preventive activities, and desires and intends to use very wide powers, and the examples which have been given may serve to guide the Canadian Government in dealing with the somewhat extraordinary proposals that have been made to it." As to the proposed arrangement between the United States and Great Britain for the extension of the three-mile limit, this daily says, it is "said to be giving some anxiety on both sides of the Atlantic, all of which enhances the uncertainty of a situation already interesting to those spectators who are not directly concerned with it."



FRITZ: "Who cares a damocles about the old sword!"

—*London Opinion.*

GERMAN MONEY A PERIL TO NEUTRALS

SHIFTING GERMAN CAPITAL out of the country to avoid reparations responsibilities has been practised by the Germans in various ingenious ways, which are revealed in a volume just published in Paris by two financial experts, entitled "L'Evasion des Capitaux Allemands." This work is the joint product of L. Wulfsohn and G. Wernle, who particularly stress the fact that German money constitutes a political and economic menace to the neutral countries in which it is placed. This capital they describe as a "factor of instability" in neutral countries because it has no organic relation to the economic life of these countries, and serves a purpose that has nothing in common with their economic necessities. These writers call attention to the fact that:

> "By taking money out of Germany into Switzerland, Germany has credits on Switzerland far in excess of the value of German needs for Swiss merchandise. Germany in consequence uses Swiss francs to pay for English coal, for American wheat and all the other raw materials and products that she imports. It might happen on certain occasions that Germany, needing great quantities of imports, could provoke an acute depreciation of the Swiss franc.
>
> "In fact, this very thing happened some months back. The Germans used the Swiss franc to cover great purchases of coal and other raw materials in London. The result was that the Swiss franc, being offered in such plenty, fluctuated considerably, and all because the Germans were using it, not in the economic interest in Switzerland, but for the purposes of German industry."

The Swiss franc withstood this ordeal successfully, it is remarked, but there is no reason to doubt that the Germans will go right on accumulating Swiss money harder than ever. This Swiss capital which they hold in Switzerland, it is charged, raises the cost of living for the Swiss buyer and also increases the value of foreign goods, because they swell the purchases of American grain and English coal, and we read:

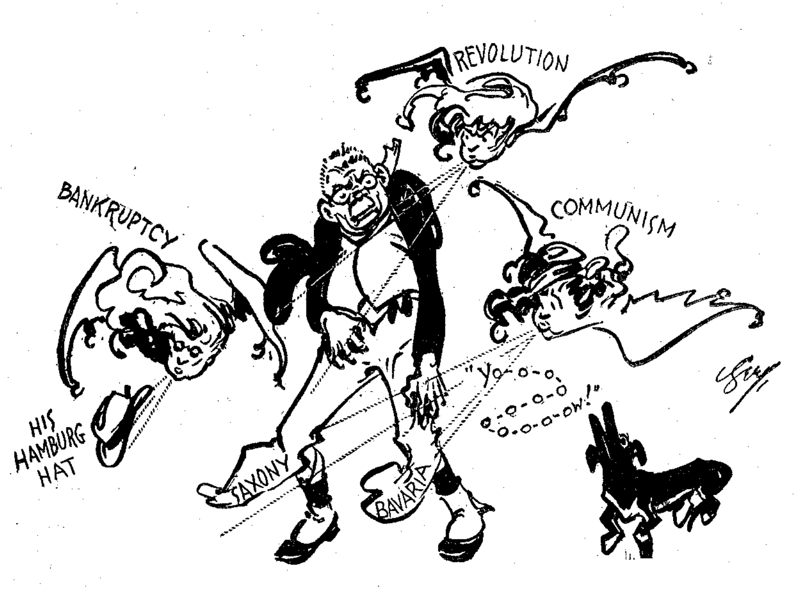
> "The presence of German capital in neutral countries creates an artificial demand and transforms a sound commercial balance into a deficit. It creates a factitious plenty of money which is not turned into investments. There is much money in these neutral countries, but the stock exchanges there are sluggish. This German capital, moreover, brings a dangerous element of speculation and instability into the life of each State it enters. In the economic organism of the neutral States, and ultimately in the Anglo-Saxon countries, this German money constitutes a foreign body alien to the national economic needs of these countries, with the result that there arises an absolute disproportion between this capital and the national economy."

It is alleged also that this German capital may eventually form a political menace to these countries, and we are told that the great German industrial leaders are trying by the roundabout way of neutral intermediaries to recover the power which the Treaty of Versailles deprived them of in Alsace, in Poland and in Bohemia. It is admitted that—

"Possibly the moneys placed in these countries by the Germans are put there purely for commercial and industrial purposes. But who can guarantee that some day the economic influence thus acquired will not be exerted in behalf of political designs, and that through these moneys Germany may not be enabled to effect a military stroke in certain countries.

"As defeat has been the cause of economic misery in Germany, it is not impossible that purely commercial and financial transactions be inspired by ulterior political motives. The four great German industrial concerns, which are trying to regain the economic influence they lost in Polish Upper Silesia, direct their actions from Switzerland, employing Austrian and Czech emissaries. It is easy to foresee the complications that may result sooner or later. In any event it may be conceded at once that Poland will not hesitate to seize securities belonging to Germans, if the German influence in that country should become too strong, because Poland attaches great importance to the idea of the State.

"Yet, if we admit that four-fifths of the investments made in Poland from Switzerland have been placed for the purpose of Germanizing Polish enterprises, the remaining fifth which belongs really to Swiss owners would be in great peril. It would be in danger of being confiscated merely for the reason of being in bad company. It becomes evident, therefore, why for different reasons, but all imperative, both the Allied countries and neutral countries can not afford to ignore the placing of German capital outside Germany, and the interests to which it is applied."



WHEN THE STORMY WINDS DO BLOW

THE TEARFUL HUN: "Gott in Himmel! Dey blow off mein hat, dey blow off mein trousers if I don'd have no lucks!"

—*News of the World* (London).

These writers remind us also that German finance has had at its disposal in foreign countries the formidable organizations created before the war for the purpose of floating German business with foreign capital. They tell us that these holding companies issued bonds abroad and got foreign money from which to supply capital to German stock companies, with the result that the foreign bond-holders had nothing to say in the management of the business financed by them.

According to the authors of this book, the Germans have used the holding companies not only to keep the profits of German enterprises abroad away from Germany but also, it is asserted, they help big business men to dupe small investors, and we are told that the most typical instance was the reorganization in Spain of the "Deutsche Ueberseeische Elektrizitaetgesellshaft," a branch of the A. E. G. in South America. Converted into marks, the assets of that company would have reached a fantastical amount. But it was an easy matter for the directors to form a group of Spaniards, figureheads, we are told, with a claim in *pesetas* against the D. U. E. This claim, figured in marks, became so large, that a financial reorganization of the D. U. E. was unavoidable, and it is said that the credulous stockholders were then paid back in marks, the company was reorganized on a gold basis and 120,000 new shares were given the so-called creditors. Those shares are worth 150 million gold marks to-day, we read, and this sum represents the profits made by the directors of the D. U. E. Such a scheme, say these authors, can be worked only with German enterprises that have branches in neutral countries. Where such branches do not exist, it is charged that the Germans use other methods equally discreditable. All in all, say some French commentators, the vast public which has been puzzled about German finance will "find the key to many mysteries" in this book.

OUR MEAGER KNOWLEDGE OF CHINA

OUTSIDE LIMITED CIRCLES in the United States it is claimed that the general knowledge of the American people regarding China, or conditions in China, is extremely meager. According to the Shanghai *China Weekly Review*, the American people are tremendously interested in "some bizarre item of information, or misinformation about China," but when you try to talk to them of the real facts regarding China they "change the subject to baseball or the price of wheat." The reason for this is twofold, says this weekly, the first being due to perfectly good economic reasons based upon the fact that up to the last decade America has been self-sufficient, and it is recalled that:

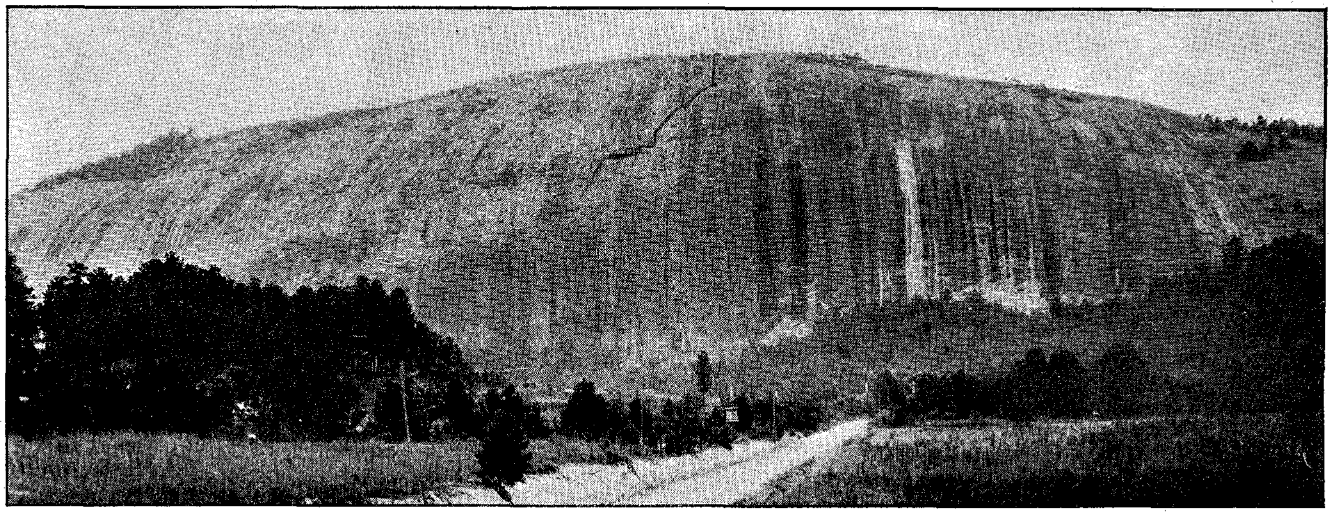
"It has not been necessary for the American farmer or manufacturer to worry about foreign markets for their surplus merchandise. They sold their products at home, and they produced at home practically everything needed by the people generally. The other reason for lack of genuine interest in China has been due to the poor communication between the two countries. With only one direct cable and an almost prohibitive rate on news dispatches, the American people naturally have read in their newspapers only the sensational things about China. News of a bandit raid on a train, or the capture of a ship by pirates, gets on the front page, but the average editor at home has little space for articles about the work of the Chinese Society for the Advancement of Education, the Association for the Building of Roads, or similar constructive matters that show that China is really advancing toward better things in spite of the efforts of reactionary elements that are hangovers from a past generation."

Because of the general lack of educational background, this weekly goes on to say, the American people first, and the Government at Washington next, are unprepared for the responsibility involved in the new position the United States occupies in world affairs, as a result of the war. Now the making of American policy toward China, it is averred, depends largely upon the information which the American residents in China supply to their connections at home, and we read:

"Under the American form of government it is next to impossible for Washington to take any definite and continuing action in reference to foreign questions, unless such action has the support of public opinion. Hence, the very great necessity for cooperation of the American commercial and missionary interests, to the end that a genuine American policy toward China be developed without further delay, owing to the serious situation which now exists out here. The fact that there is little essential difference between the opinions of missionaries and the opinions of business men regarding what should be done makes the matter of cooperation simple."

Our attention is then called to the "excellent move" made by the Associated American Chambers of Commerce of China in having a special meeting of their delegates with representatives of the various American missionary organizations in the Shanghai region, and it is related that the discussion at this meeting centered about the present situation in China and American policy toward that country.

SCIENCE - AND - INVENTION

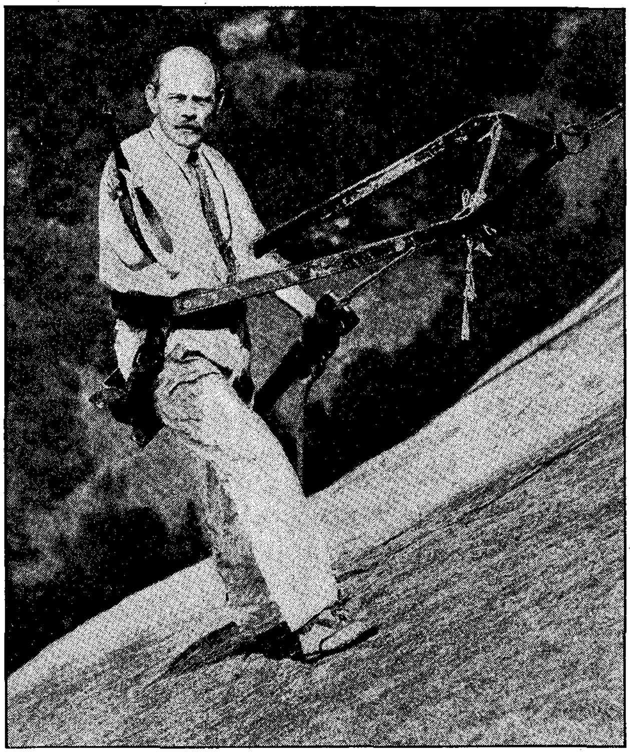


Illustrations used by courtesy of "The Iron Trade Review"

STONE MOUNTAIN—BEFORE THE CARVING BEGAN

TURNING A MOUNTAIN INTO A MONUMENT

THE MACHINERY TO BE USED in carving Gutzon Borglum's great Civil War memorial on the face of Stone Mountain, near Atlanta, Georgia, is described and illustrated in *The Iron Trade Review* (Cleveland) by A. J. Hain, of its editorial staff. This enterprise, usually treated from the artistic standpoint, is also an engineering feat, and it is as such that it appeals to Mr. Hain. Borglum is himself an engineer, and served as an apprentice machinist, a draftsman and an architect, before he became a sculptor. In fact, Mr. Hain tells us, mechanical engineering and the art of the sculptor are combining to an unusual extent and in a unique manner to produce this memorial. In fact—



THE SCULPTOR

Gutzon Borglum, lowered over the precipice of Stone Mountain, using a pneumatic drill in preliminary work.

"When Gutzon Borglum, sculptor, conceived the idea of carving out a great frieze, representing a moving mass of troops across the face of the mountain, in full or high relief, he started a project that may develop a masterpiece of mechanical ingenuity as well as what was intended primarily—the greatest monument ever constructed by the hand of man.

"On this largest single body of granite in the world, there first was the artist's visionary picture of the South's Civil War patriots, troops and cavalrymen passing in review before the leaders of 'the lost cause.' In heroic size, they were moving over the crest of the mountain, at the right, and winding down the side toward the left, disappearing in a thick foliage of trees. It was a sublime panorama, to be viewed many miles away, and to last through all the ages.

"The cliff on which this was pictured is 700 feet high, and the line of troops was more than 1,800 feet long. The mountain rises almost perpendicularly. The picture revealed the Army coming over the top and descending into shadowy vale down below.

"Imagination apparently took no heed of physical limitations in placing such massive figures, some 200 feet high, on a mountain trail. Making them appear as lifelike as tho molded in true proportions seemed too fanciful, until engineering skill, with steel and machinery, was called upon to give the vision substance and reality.

"To understand what is being attempted, it is necessary to appreciate the size of the granite block with which the engineers, the sculptor and their assistants have to work. Stone Mountain is 867 feet high from plain to highest crest. It is over 5,000 feet long, seven miles around the base, and over a mile from base to summit up one of its gradual slopes. It is composed entirely of the finest, imperishable building granite. Attempts to break it up by means of blasting have failed. On the north side, where the memorial will be carved, there is a sheer cliff, 700 feet high.

"The memorial is to be carved 400 feet below the summit, and will occupy a space 200 feet high and 1,800 feet long. The figure of General Lee will be approximately 140 feet from the top of his hat to the bottom of his horse's hoofs. A man standing on the general's shoulder would need a stepladder to reach his ear.

"The first step in working out the plan is for the sculptor to model sections of the frieze in clay. A photographic lantern slide is made of each section. The image is projected by means of a high-powered lantern on the side of the mountain, at night.

"It was at first intended to use a light-sensitive material on the granite, and to impress the image on this photographically, but it was decided to paint the figures, somewhat as a signboard is painted.

"The figures will be cut on the mountain, roughly at first, by means of pneumatic drills operated on the platforms of huge pantographs. The operators will have before them replicas of the original clay models. They will take measurements from the models, and will drive their drills into the granite, according to scale readings. Several pantographs are being constructed so that the operators will be enabled to adjust their position as the work progresses. The final and finer sculpturing will be done by Borglum and his assistants.

"A telephone system will be devised whereby observers at distant points will communicate with the sculptors and direct them where to apply their drills and chisels. Borglum will execute the details of the features of Gen. Robert E. Lee and others making up the principal group in the memorial.

"The entire frieze will cover approximately 200,000 square feet on the mountain, and it is estimated will take about seven years to complete.

"Five pantographs at an elevation of 357 feet will be supported from steel trusses anchored in the side of the mountain. Each consists essentially of a turntable, running on rails, to the under side of which is attached an inverted steel tower, 110 feet long. At the lower end of the tower will be pivoted the arm of the pantograph, 233 feet long. At the outer extremity of the arm will be attached steel counterweights to balance the platform, 16 feet square, and its load, at the other end.

"The pantograph will be raised or lowered by cables running around a drum at the top of the inverted tower. The tower can be swung around, drawing the platform away from or moving it against the face of the mountain.

"The platform carries the electrical controls that enable one man to place the pantograph in any desired position. Each platform will be equipped with a battery of 12 pneumatic drills supported on tripods. The surface of the mountain will be incised in some places to a depth of 24 feet or more. The granite will be cut away as nearly as possible in the form of blocks, and will not be allowed to fall, but will be lowered by means of a derrick. It is estimated that $1,000,000 worth of granite will thus be obtained. It will be used in constructing an amphitheater at the base of the mountain, which, with a hall of records, is part of the memorial plan.

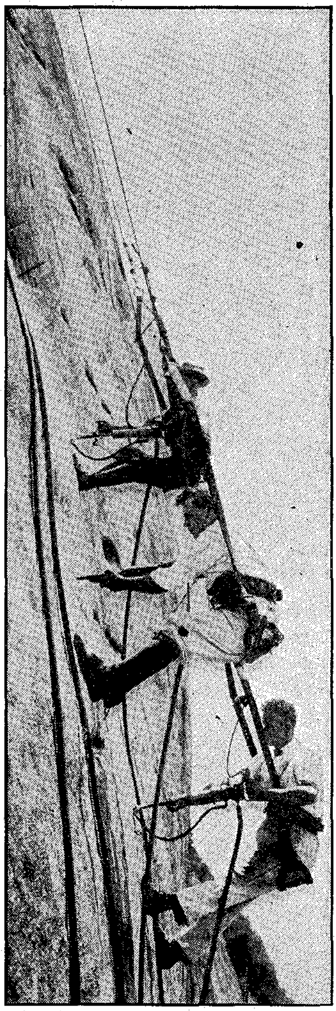
"For raising and lowering men and tools, and for lowering the granite as it is cut from the mountain, a traveling crane will be operated on tracks laid on the upper part of the trusses. A considerable amount of preliminary work has been necessary, and this is of a hazardous character.

"Men have been lowered over the precipice in slings, by means of steel cables, and they have driven holes in the face of the mountain and cut out granite block with pneumatic drills.

"As impractical and fantastic as the carving of the memorial may seem, it has been pronounced feasible by, and has engaged the attention of, some of America's foremost engineers. Its very nature, difficulties and dangers have spurred on the sculptor-engineers.

"Perhaps the project might never have been started if it were not for the fact that Gutzon Borglum has the view-point of the engineer, as well as that of the sculptor.

"Tools, motors and some of the other machinery used in constructing the memorial, and records of the work and historical data will be walled up in the memorial hall, perhaps to be taken out many thousands of years in the future with as much curiosity as attended the opening of the tomb of Tut-Ankh-amen. The mountain is said by geologists to be impervious to the elements. It is part of the same stratum of granite that underlies the city of Atlanta."



THE HANGING CARVERS

Cutting away the granite on Stone Mountain while suspended by cables from the mountain top.

TOO COSTLY GOLD

THE PRESENCE OF GOLD does not insure a profitable mine, we are warned by an editorial writer in *The Engineering and Mining Journal-Press* (New York). Travelers in remote and little-known parts of the world often return, he says, with tales of gold and diamonds undeveloped in the wildernesses they have penetrated, or the hinterland back of these wildernesses. They have seen ornaments of gold, necklaces with precious stones, images inlaid with precious metals; and they argue thereupon that a great harvest lies ready in that region for the magic of modern mining. Yet the more experienced investigator knows that gold is, so to speak, no real indication of a gold-mine; that a precious stone is no definite pre-runner of a precious-stone industry. For instance:

"Pizarro found an immense amount of gold, according to history, in the possession of the Inca kings in Peru: as Cortez did in the courts of the Mexican monarchs; yet neither Peru nor Mexico has been noted as a rich gold-mining country subsequently. In Macedonia the great Alexander had mines of gold—placer gold—which he inherited from his father, Philip of Macedonia; yet in the modern sense there are no gold-mines there, the amount being so small that it can not be won at a profit—only the unpaid and almost unfed slave labor of the Macedonian system was able to take out the precious metal.

"There are plenty of places we know where it would be easy to amass, out of the rocks and gravels, a dazzling treasure of gold; but in these inconsiderate times, when we must pay for men, machinery, and grub, it would be a far too expensive pastime to collect such a 'king's ransom.'

"We read in the paper this morning that a man picked up a pebble the other day on a Long Island beach, and it turned out to be a white diamond worth $3,000; yet this doesn't signify that a company should be formed to mine the beach, or the formations back of it. Diamonds have been found here and there throughout the glacial drift of northern and eastern United States; but the location of the bed-rock concentrations, if any exist, is something at present beyond the power of industry and science. We picked up once in the cellar of a house a shilling of the time of George IV; but that did not indicate that we should dig in the cellar for treasure.

"Engineering methods of appraisal are necessary to demonstrate a probable mine, even in the presence of the most glittering traditions, treasures, or 'samples.'"

NOISY MEXICAN RADIO—Why is it that the special home and playground of the static-making forces is in the mountains of Northern Mexico? asks *Popular Radio* (New York). All ships' operators agree that the neighborhood of the Mexican coast is saturated almost continuously with squeaks, clicks, roars and scratches. It goes on:

"At land stations within Mexican range whenever the direction of static is determined most of it is found to be coming from the direction of these trouble-making hills just south of the border of the United States. There is no obvious reason for this. Whoever can solve the mystery of why this particular part of the earth is so cursed with atmospheric disturbances may go a long way toward solving the other problems of the origin and nature of all static problems, which are still so entirely mysterious. Have our readers who live near the Mexican border any suggestions?"

TO TEST THE FASTNESS OF DYES

IN ONE HOUR we may now test the effect of seven days of June sunlight in fading an anilin ink. This result is brought about, it is asserted, by the use of a recently invented instrument called the "Fade-meter," described in *The Color Trade Journal* (New York). The writer states that in the past it has been practically impossible for different persons to agree upon the fastness to light of dyes, inks, paints, etc., because of the unreliability and slowness of sun tests and on account of the lack of a satisfactory artificial test. Exposure to sunlight, the natural method, is unsatisfactory, owing to difference in radiation and changing atmospheric conditions. He continues:

THE MODEL ON STONE MOUNTAIN

Enlarged lantern slide image made by the projector shown on the opposite page. The outlines are painted on the stone to guide the carvers.

"Standardization of sunlight is impossible, and no single test can ever be accurately reproduced. The artificial test of the past has been by the mercury arc lamp. This gives a light exceedingly rich in ultra-violet rays, but deficient in many rays which would make its light comparable to sunlight in their effect on dyes, many of which are affected in a manner very different from the changes produced by actual sunlight. The great point is its rapidity of action when the quartz tube is new, but since this tube gradually turns to glass, it becomes steadily less efficient, since the ultra-violet rays from a low temperature source are stopt by glass.

"It is claimed that these difficulties are overcome by the use of an apparatus called the Fade-Ometer. This apparatus uses a violet carbon arc, the spectrum of which at the violet end closely reproduces the solar spectrum, and which gives an intensity of light great enough to enable tests to be made in a short space of time. In addition to this, the light is of uniform quantity and intensity at all times during the life of the apparatus and results obtained are always comparable. In the case of dyed textiles, an exposure of one hour in the Fade-Ometer has the same fading effect as 1.3 hours' exposure to June sunlight. In the case of ink, one hour's exposure is equivalent to .7 day's June sunlight.

"The violet carbon arc is regulated automatically between special electrodes. A cylinder surrounds the arc and encloses all the controlling mechanism. It has a series of forty exposure-openings equally spaced from the arc, and each opening receives identically the same volume of light per unit of area, thus providing for forty identical tests at one time. The samples are placed before the cabinet openings, in holders arranged to take samples up to 2½ by 4½ inches, and to cover a portion of the sample so that comparison may be made between tested and untested portions. The arc lamp may be arranged to run on any circuit, either direct or alternating current. The apparatus occupies a floor-space of 28 inches square, and is 72 inches in height."

A GOOD FUEL FROM PEAT, AT LAST?

THE PROBLEM OF FUEL SUPPLY is—to venture a pun—a burning question throughout the civilized globe. In this country many columns in the daily papers and the industrial magazines have been devoted to discussions of the recent coal strike, of the comparative merits of anthracite, soft coal and oil as fuel, and to similar topics. In Europe the controversy between Germany and France and the occupation of the Ruhr districts hinge largely upon the same subject. It has recently been announced, however, that German ingenuity has done much to solve the troubles involved in the diminution of the coal supplies available to them by the invention of a cheap and practical method for turning peat into fuel of good quality. Germany has enormous peat bogs, estimated to be equivalent to 1.5 billion tons of good coal. The great trouble with peat hitherto has been the difficulty of getting rid of its excess moisture, so as to render the carbon in it available for the production of heat. The ordinary method of cutting the bog into slices and drying them in the air, as practised by the peasants in Ireland and other parts of Europe, is slow and laborious as well as unsatisfactory. By means of the Madruck process the moisture is eliminated by an ingeniously devised press. The new method is described in *Die Umschau* (Frankfort), by a mining engineer, Heinrich Caro, who says in part:

"Peat is the youngest member in the long series of the slow carbonization of plants under the exclusion of air, whether this occurred by their being flooded where they stood with water, mud, and sand, or whether masses of wood from areas of forests were floated down streams into lakes or seas and there submerged, as has been done in historic times in the delta of the Mississippi. The next member of the series is lignite, dating from the Tertiary period. Still older is true coal, mainly the offspring of the Carboniferous age, while the senior member of the carbon family is anthracite, belonging to the Silurian and Devonian ages. Here the carbonization process has gone furthest, so that the result may contain as much as 95 per cent. of carbon."

Many attempts have been made to devise some practical mechanical means for obtaining a commercially valuable fuel from peat. These have included freezing, treating with electricity, with superheated steam, with chemicals, etc. But only through recent advances in colloidal chemistry has it become possible to solve the problem of getting rid of the excess moisture. Peat is a true colloid, and as in other colloids the moisture it contains forms an intimate part of its structure. Herr Caro says:

"Because of surface tension there is such an uncommonly strong attraction between the dry substance and the water that the latter can not be squeezed out even with very high degrees of pressure. In order to 'split' off the water, the capillary attraction, which holds the water fast within the solid part, must be reduced. As soon as this was recognized to be the fact, the proper methods of reaching the goal were indicated."

The Madruck process, which is now being employed by a company on the lower Rhine in Uerdingen, makes use of pressure alone, using, however, a press of special form and mingling a certain proportion of previously dried peat with the crude peat. We read:

"The process is based upon the fact that the peat colloid can be influenced by the addition to the crude peat of a finely divided auxiliary substance, which effects an alteration of the surface tension of the water, held fast by means of capillary attraction. The auxiliary substance employed is that which is close at hand, namely, dry peat containing 30 per cent. of water."

Another distinctive and essential feature of the process is the form of the press. It has been found that plates pierced with holes, such as have been previously used, quickly become stopt up. The Madruck process solves this difficulty in an ingenious manner. The walls of the compression machine are made of two sheets of iron, each of which is pierced with small square openings. The two plates are riveted together and so placed that the apertures are about 1-5 inches apart in both directions. In this manner a lattice-work is formed through which the water makes its escape. The raw peat is first taken by a service railway to a pit or trench for preliminary treatment. Later it is torn into small pieces by a "wolf," to avoid mashing or kneading, which might cause structural alteration. The small pieces of peat are then allowed to fall upon a traveling belt, which is covered with a layer of partly dried peat and carried into a mixing-drum. The mixture is then placed in the circular press which abstracts 80 per cent. of the water from the raw peat, so that the residue is almost dry and can be sifted. A portion of this is dried out until it contains only 30 per cent. of water, so that it may be used to complete the cycle as the dry addition to the raw peat. To quote further:

> "The peat coming from the press has now entirely lost its original character and closely resembles crude lignite. It is, however, superior because of its smaller content of ash; like lignite it can be fired directly upon step-grates and be likewise briquetted and turned into gas or coke. The briquettes are more solid than lignite briquettes. They are almost entirely free from sulfur, and are not subject to spontaneous ignition. They retain their form while burning, and are clean to handle. They burn with a flame, and the ash is of good quality."

We are told that the porous character of the comprest peat as it falls from the presses fits it admirably not only for briquetting but for making coke and gas. The coke is of great value for making refined iron. By-products of the coking process are illuminating gas, light and heavy oils, paraffin, acetic acid, wood alcohol, ammonia, asphalt, butyric, valerianic, and metacetonic acids. When turned into gas ammonia is obtained. This process is of importance not only in the reduction of peat to a practical fuel, but also for the dehydration of other materials which are difficult to free from their water content, such as silicic acid, clays, etc. It also lends itself to the reclamation of substances having fuel value from such materials as coal-dust.

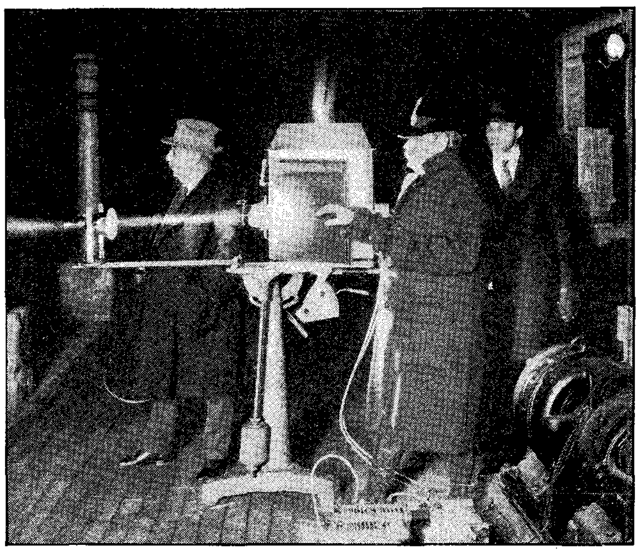
RADIO PRIVACY MADE POSSIBLE?—Privacy in radio communication, by means of a standard land-line printer-telegraph machine, was recently demonstrated by Chicago experts before the annual convention of the Association of Railway Electrical Engineers in that city. The first public demonstration of the system, which radio engineers predict will mark the beginning of a new era in wireless communications, was made as a result of a series of experimental tests covering more than a year, says the New York *Tribune*. The designers of the new equipment claim for it important possibilities in the direction of extended commercial use of the ether waves for private communication, commercial telegraph and press reporting. We read:

> "Before the 300 assembled engineers a message from a standard broadcasting station, five miles from the convention room, was typed in the meeting hall on an ordinary 'stock ticker' device at the rate of approximately thirty words a minute. Because of purposely jumbled connections in the sending and receiving machines, which were coordinated as between the two stations, signals which were rendered in the convention hall as a clearly intelligible, neatly typed dispatch were simultaneously recorded on other sets as an indecipherable conglomeration of meaningless letters, figures and punctuation marks, all devoid of linear spacing.
>
> "The key device of the new system is a small instrument weighing less than twenty pounds, known as the Dunmore relay, the invention of Francis W. Dunmore, a staff engineer of the Bureau of Standards. This instrument transmutes the radio-impulses into a specially devised land-line telegraph code, which, in turn, is recorded by the printer or ticker. In addition to the selectivity function as regards wave-lengths, the relay also responds to definite tones, so that interference by sending stations with corresponding wave-lengths is reduced virtually to the zero point. The extremely close tuning afforded by the tonal resonance works also for the elimination of static interference, according to the demonstrators."

WOMEN AND WIRELESS

WOMAN NOW HAS THE WORLD at her elbow—thanks to radio, we are assured by *Radio Press Service* (New York). No longer need the woman of leisure in the city wonder what to do with her spare time, nor kill time in the vain effort to dispel ennui. Radio, which has brought both entertainment and educational features to her drawing-room, not alone for her but for her guests, is coming to be as fully appreciated by women as by the most ardent male radio fan:

> "One indication of this fact was seen in the surprizingly large number of women in attendance at the recent radio show in New York, and in the alert and intelligent interest which they displayed in new circuits, equipment, and recent improvements in the art.
>
> "But radio is even more popular in the homes of women who reside on isolated farms and in small towns at a distance from the great urban centers of music, entertainment and general culture. To women thus situated, radio is not merely a joy, it is rapidly becoming a necessity. Radio has a universal appeal to all classes of women. For every woman, housewife or lady of leisure, there is a program in the air somewhere which will appeal to her.
>
> "Furthermore, radio lightens her burdens. For instance, instead of having to invent a story to tell the children at bedtime, she can turn to a station broadcasting a bedtime story, which ten times to one, is better than she herself could tell. Or, instead of wondering what to cook for dinner, she can tune in on another station and obtain a menu. All this by turning a knob. Each day, too, some of the largest stations broadcast information about up-to-the-minute fashions in dress.
>
> "In fact, with the growth of women's interest in radio it is rapidly assuming an indispensable place in every home. No longer is radio a complicated maze of wires and controls which confuse women and discourage their use of it. Circuits have been developed which require fewer operations and controls than ever before.
>
> "Some of them, particularly the reflex circuit, are as easy to operate as a phonograph—and have a vastly wider range and variety of timely programs. In the reflex set only half as many tubes are required as in other sets, and the control is simple and dependable. Its characteristics of simplicity and loud and clear reception of distant as well as near-by stations strongly commend it to women fans.
>
> "Then, too, many women are making their own sets nowadays.
>
> "Women are taking radio to their hearts—and homes. This means that it has come into the American home to stay and will be an increasingly important factor in promoting happiness, culture, and good cheer in the humblest as well as the most pretentious home in the land."



PUTTING THE MODEL ON STONE MOUNTAIN

This lantern projects an image of a clay model upon the mountainside, with the result shown in the picture on the opposite page.

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LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

THE SWEDISH BALLET FROM FRANCE

OUR STAGE POLYGLOTISM has been invaded by another element. The Swedish ballet comes to join the Russians and Italians in their efforts to amuse us. But the ballet is not so Scandinavian as was a recent exhibition of gymnastics and rhythmics by the pupils of the Niels Bukh School of Hullerup, Denmark. The ballet owes little beyond birthright to Sweden, for their inspiration is largely French. Hence, probably, the reason they call themselves "Le Ballet Suėdois." In fact, French composers, librettists and painters seem to have provided them with most of their material to work on. The music and *décor* represent much of the latest words in artistic expressions, consequently the enterprise offers a challenge to the brotherhood who report on such public proceedings. Was it matter for the guardians of music or of drama? With music by Milhaud of the "Group des Six," by Honegger, Auric, and Poulenc, the burden would seem to be laid upon the musical day of judgment; but the music staff of *The Herald*, for example, bilked the responsibility, and Mr. Woollcott had to take it up—"the whole program," he says, "was disowned by the music department." The critics never have seemed to take the ballet seriously as an art—even the Russians—and have rarely evinced any familiarity with its technique. But they have always found resource in humorous persiflage as Mr. Woollcott does here:

LIQUOR ENDS IN BAN COURT
Pledges Boom

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"WITHIN THE QUOTA"

Two figures here shown are a sheriff and a cowboy presenting their aspect of Americanism before a prospective American. The Swedish Ballet added this satirical piece after the failure of the "Tour Eiffel."

"There were four numbers in the program—all of them equipped with décors that were simple, gay and, except as all inscrutability in art is pretentious, unpretentious. If, in the troupe engaged for these ballets, there is any great dancer, if, for instance, there is one among them who has a hundredth part of the art and talent of a Nijinski or a Lopoukova, there was no opportunity in yesterday's program for a discovery of the fact. For the most part the pantomime and gyration was of the simple sort that can be most applauded by those who are distrest when any artist is dulled and subdued by years of study. Indeed, to judge from this one program, it would be no more necessary to learn to dance as a preliminary to joining the Swedish Ballet than it would be necessary to study drawing before aspiring to the task of designing its décors.

"The one exception was the lithe and personable Jean Borlin, who seems to be the jeune premier of the troupe. And his most ambitious project was to stand in the center of the stage and writhe for fifteen minutes in a talented manner—wearing the while no more protective covering than what seemed to be a thin and insufficient coating of butter. But doubtless it was the very best butter."

Turning to Mr. Gilman's report in *The Tribune* we find a writer who encounters "a tough-minded exponent of modernism in choreography, music and decoration," and is not dismayed nor does he run away. "They are," he finds, "in a true sense, innovators and experimentalists, and it may as well be said at once that they have much that is charming and fresh and exhilarating to offer the inquiring observer." We go deeper:

"Tho the ballet is Swedish by name and in personnel, its affiliations are essentially French, and it is very evidently an exponent of the modernist movement in Paris of which Jean Cocteau is the spokesman—that movement the significance of which, as Mr. Edmund Wilson has said in an admirable summary, is 'a reaction of the simple and hard,' against the tenuous and 'literary,' of the jazz band against 'Debussy.' It brings in its train the composers of the eminent 'Groupe des Six' (now reduced to Five), who represent the newest tendencies in contemporary French music: Darius Milhaud, Arthur Honegger, Francis Poulenc, Georges Auric and Germaine Tailleferre—those jolly young radicals who have put Debussy away in the garret along with the little old Wagnerian perambulator and the motheaten bustle of music's elderly romantic aunt, the discarded Richard Strauss, and who are daily discovering new ways of exasperating the conservatives by their polytonal antics under the library window.

"One of the ballets, 'Les Mariés de la Tour Eiffel,' is supplied with music by the combined forces of 'Les Cinq.' There is an Overture by Auric, a Wedding March by Milhaud, a tonal speech and bathing girl's dance by Poulenc, a Funeral March by Honegger, a Quadrille by Tailleferre. This ballet has a text by Cocteau, scenery by Irene Lagut, costumes and masques by Jean Hugo, choreography by Borlin. The program notes describe it as 'a harlequinade of the French bourgeoisie.' We are introduced to the first platform of the Eiffel Tower—'upon which it was once the fashion for the French middle class to celebrate their wedding breakfasts.'

"On the day in question, however, a dreadful catastrophe has occurred. The official photographer of the Tower, in the process of taking pictures of these parties, has been in the habit of encouraging and fixing the attention of his patrons by telling them to 'watch for the little bird.' But to-day an extraordinary thing has happened: the bird has actually appeared! And it turned out to be an ostrich, which quickly made its escape and left the camera completely unmanageable.

"The wedding-party arrives—a group of expressionless dummies—and the photographer tries to take their picture; but the camera, which will never be the same again until the ostrich is caught and put back, discharges successively a bathing girl from a cheap Parisian postcard, a prophetic vision of the ungrateful child who is to be expected to crown the happy union, and, finally, a lion which throws the party into consternation by devouring the guest of honor. It is only when the ostrich finally returns and is tricked into going back to the camera that the day is allowed to take its normal course. . . . There is too much of it, too slowly developed; and this is true likewise of 'The Skating Rink,' a concoction with scenery and costumes by Leger, music by Honegger, choreography by Jean Borlin.

"This ballet is set before us as 'an attempt to render the mechanical dreariness and monotony of life in the modern world. The skating couples revolve joylessly and regularly, like pistons or wheels. They seem indifferent even to each other. Suddenly a madman—or poet—a sort of superhuman being, who represents the unsuppressible force of passion, of the natural instincts of mankind—bursts in upon the dreary throng. The women become excited and immediately surround him: the men threaten and scowl at him. At last one of the women, whom he has alienated from her partner, falls fainting at his feet, and he snatches her up in triumph and bears her away. But as soon as he is gone the human cogs slip back into place and resume their monotonous round as if nothing had happened.'

"Here the scenery and the music are the most successful elements. The whirling designs and colors of the background and of Honegger's music are genuinely expressive. Especially admirable is Honegger's score, with its contrast of monotonous automatism and violent energy as the *Madman*, the creature of passion and vital instinct, irrupts into the treadmill. Jean Borlin's dancing in this piece is disappointing; unresourceful and unimaginative in conception and design."

Mr. Borlin is the choreographer as well as the chief dancing figure in the piece called "L'Homme et Son Desir," the literary basis of which is a poem by Paul Claudel. Mr. Gilman helps expose:

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JEAN BORLIN

Premier of the Ballet Suédois, as he appears in the futurist ballet called "The Skating Rink."

"Claudel has himself described his conception: It is a symbolic evocation of a night in the Brazilian jungle. The strange spectacle is exhibited on four levels. 'On the highest ridge of the flat perpendicular scene the black hours of the night pass, wearing their golden coifs. Below them is the Moon, led across the sky by a cloud, as a servant precedes a great lady. Far below, in the waters of the vast, primitive marsh, the Reflections of the Moon and of her servant follow the cadenced step of the heavenly pair. On the middle platform, between the sky and the water, the drama takes place. The principal character is Man in the grasp of the primitive powers, when Night and Slumber have robbed him of name and personality. He comes in led by two forms exactly alike under their veils. They bewilder him by making him pivot. One is Imagination, or Memory; the other is Desire, or Illusion. They play with him a moment, then disappear. He remains standing. Arms outstretched, he sleeps in the refulgence of the tropical moon like a drowned man in deep waters. All the beasts, all the sounds of the eternal forest, rise from the orchestra. They come to look at him and to sound in his ears the Bells, the Pipes of Pan, the Cords and the Cymbals.

"The Man grows animated in his dream. He stirs and begins to dance. It is the eternal dance of Nostalgia, of Desire, of Exile, the dance of captives, and of abandoned lovers. His obsession grows more violent and frantic, and in the solemn depth of the darkness which precedes the day one of the women reappears and turns about the Man as if fascinated. Is she dead? Is she living? The sleeper seizes a corner of her veil while she turns and unveils herself, pivoting about him, so that the Man is enveloped like a chrysalis and the woman is almost nude. Then, when they are joined by the last shred of a veil as tenuous as our dreams, the woman puts her hand on his face and both move off the stage.'

"The miming of Mr. Borlin in this fantasy is again curiously uninventive. The undeniable power of the thing resides in the imaginative and beautiful decorative scheme and in Milhaud's extraordinary music. With an orchestra that apparently includes every kind of percussion and noise-producing instrument known to man, from pneumatic drills to police whistles, Milhaud does amazing things. As you listen to it the huge, inchoate terrors of the tropical night, blended with a sensuality that is sometimes of animal ferocity and sometimes of wiredrawn subtlety, issue from the orchestra and lay hold of you. In conjunction with his instruments he uses an effect of wordless voices behind the scenes that is often of haunting and original beauty; and his frenzied, barbaric climax is a thing not easily to be forgotten."

THE SHORT-STORY PLAGUE IN SPAIN

THE SHORT-STORY MAGAZINES have ceased to be the exclusive possession of the United States, according to Continental observers, gravely commenting upon the increasing importance short stories occupy in the literary field abroad. In Spain, literary critics attribute the movement to a general abandonment of the regular novel which flourished two generations ago. The mushroom growth of publishing houses engaged in turning out short-story magazines by the thousands amazes the observers who see that an enlarged reading public has reduced the number of first-class novelists, since they refuse to cater to the taste of the crowd.

Commenting on the situation, the well-known periodical *Blanco y Negro* (Madrid) observes:

"The decline of our national novel is regrettable, and the chief factor for this decay has been the erotic and pornographic element introduced in countless so-called short-story magazines, which appeal to the lower strata of society, obliterating a few isolated endeavors to raise our contemporary literature to the level it occupied some years ago."

The development of the Spanish novel in the nineteenth century was influenced by the French and English schools, Lamartine and Walter Scott being the precursors of the style which was to show the way to Perez Galdos, Valera, Pereda and Alarcon. Later on, Palacio Valdes and Emilia Pardo Bazan joined the ranks of the first-class Spanish novelists. The novel is to-day suffering an acute crisis, the fault, according to *La Epoca*, of Madrid, lying in the fact that modern authors neglect the basic elements of novel-writing, to dwell on psychological conflicts or on descriptive narratives where all human interest is lacking. Azorin, Perez de Ayala and Valle Inclan, for instance, who are among the best-known Spanish writers of the hour, are all inclined to produce works intelligible only to the elite, indulging in personal interpretations of moral or esthetic problems. There is no want of prolific writers, such as Ricardo Leon, Concha Espino, Alberto Insua and Blasco Ibáñez, of the "Four Horsemen" fame, whose works have been translated into English and enjoy great favor in this country, but most of these writers, adds the *Epoca*, seem to ignore the public taste for stories having the elements of suspense and romance which the Spanish readers crave. Says the same daily:

"Prest by necessity, the pleiad of mediocre authors turn out colorless short stories by the hundreds, following the example set by the American short-story mania. The industrialization of this style of writing has greatly hampered the production of good books, and in a few years, literary critics will point with bewilderment to the actual paralysis of Spanish literature."

JAZZ OVERADVERTISED

IF JAZZ REPRESENTS "THE AMERICAN SOUL," then God help America, feelingly exclaims an indignant protester against jazz and its inclusion in "serious" programs. We gave an account of such an exhibition in our issue of November 24. Repercussions are natural; jazz itself is explosive. The writer we are quoting from *Musical America* finds one virtue in jazz. It would "force these poly-tongued artists to enunciate English clearly and decently." The writer, revealing himself solely as "A. H.," takes up the argument as he finds it: "Jazz is wide-spread, it is full of 'new' rhythms, therefore jazz represents the soul of America." Here he inserts an "if":

"If New York City, or rather a segment situated on Broadway, is America, then jazz does represent the American soul.

"I am curious to know why our American soul does not drink up more thirstily the outpourings of these interpreters. If their vegetable and kindred themes are so characteristic, why must the publishers employ every ingenuity known to the publicity art to pound their creations into the consciousness of the American soul?

"Only when the records, the radio, the vaudeville stage, the film theaters, the bands and the dance-halls, by combined efforts, succeed in drilling the new tune into the brain-cells of the public will the song be recognized by the American soul.

"If a fraction of the same energy were spent in propagating music of outstanding worth, our symphony orchestras would not be repeating every year the monotonous story of deficits.

"Jazz is the triumph of American advertising methods, and as such is a distinctly native product.

"Gum-chewing is another characteristic expression of our native soul, but I have yet to discover any profound dissertations on chicle rhythms in our upstanding intellectual magazines.

"The appeal of jazz rests solely on its rhythmic insistency; as to the other essentials, melody and form, we have no knowledge of any jazz song which measures up to even a fair standard of true music.

"Jazz is frequently an entertaining and lively diversion, not because of any inherently musical qualities, but because of the vigor and vitality of the interpreters (usually artists whose race or color make them ineligible for membership in that other manifestation of the American soul—the K. K. K.).

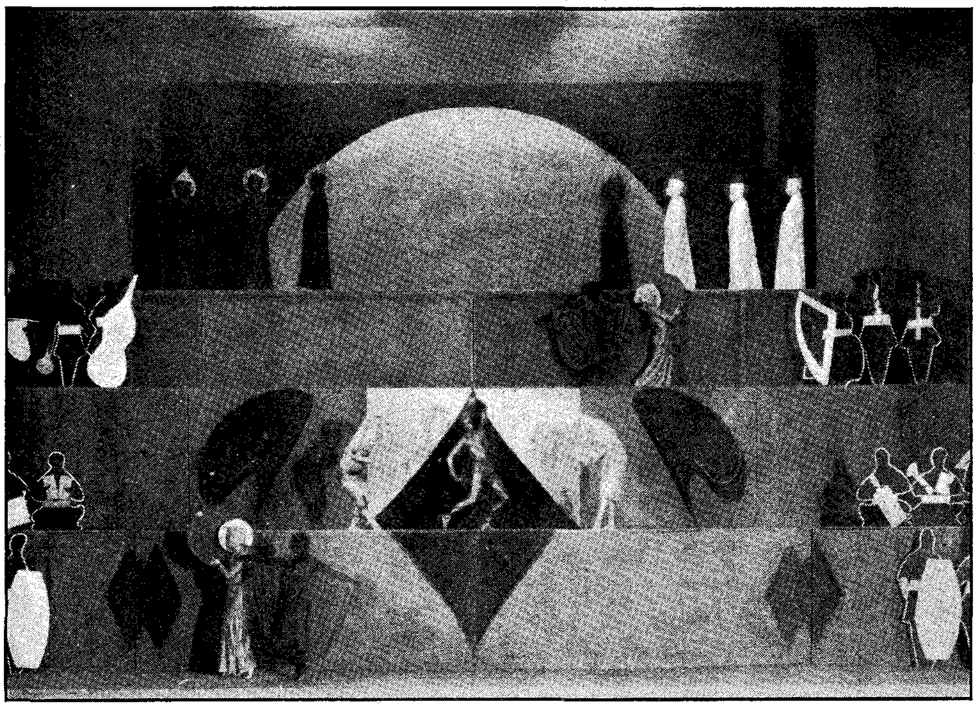
"True, we sometimes find melody of beauty amid the jerks and halts, but invariably we find that this tune is a shameless distortion of some worthy creator's works. Composers of talent are often obliged to sell their services to the jazz purveyors (usually under assumed names), and in such instances we have the benefit of an improved product; the harmonization is better, the rhythmic pattern is more skilfully worked out, and a tune of distinction is stolen from some unfamiliar page of legitimate music.

"These composers are bound, of course, to follow the rigid formulas of Tin Pan Alley, and at best can only add a little individual polish.

"It is a sufficiently dismal situation to hear our youngsters mouth the inane, cheap, vulgar and often vile words of jazz music without having a jazz cult created by some of our intelligentsia.

"We enjoy some of the jazz pieces whole-heartedly, but we decline to assist in glorifying the Broadway gentlemen who make the industry flourish. They don't need any idealization, and, besides, I doubt if they would understand the cause of all the fuss.

"In our affected devotion to 'simplicity'—outgrowth of abnormality and over-sophistication—we ignore our genuine talent and heap praise and treasure on mediocrity, simply because their machine-made product, exploited through an amazing publicity system, is stuffed in the ears of our great public."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"MAN AND HIS DESIRE"

This work of the Ballet Suédois, based on a poem by Paul Claudel, is presented on four levels, and deals with the sleeping and awakening sensations of the central figure under the impact of musical sounds that represent the night noises of a Brazilian forest.

The above opinion may be taken as "unprofessional," but Mr. Herbert F. Peyser, who writes in *The Musical Observer* (New York), speaks with a "professional" punch. His monthly came too late for our notice of Miss Gautier's concert, which gave us occasion to present Mr. Deems Taylor's fervid praise of jazz. But here is the other side:

"I have too great an admiration and respect for Eva Gautier as an artist to make a really controversial or critical issue of this silly business. The unconventionality of it doubtless appealed to her and made her carry the thing through as a kind of lark. The chief danger of it is that others may misconstrue the whim and try to do likewise. For a whim it was. The gathering took on greatly over the fascinating singer. Nevertheless there are probably a dozen voiceless vaudevillians within a radius of five blocks from Aeolian Hall who could give Miss Gautier cards and spades in the delivery of this type of thing. That, however, is not the point. The foolishness of the whole affair lies in the endeavor to propagate the sophistry that such music affords the 'only representative music,' the 'only music worth listening to in America.' There is, indeed, a clique of intellectuals in America these days who like to be known as holding such opinions. They suffer from a kind of perverted snobbery, and they help to make America a byword and a jest in the cultured centers of Europe. Other countries have their songs of the music-halls, of the gutters, of the stews. Only they recognize them as such and do not project them seriously. The spectacle of Americans palavering over these shoddy excrescences of national sentimentalism and vulgarity as 'current modes of expression' and 'symbols of the spirit of the time' makes contemptible watching. The plain truth is that for any but the most mediocre purposes of life we have no 'national' music, and there is nothing whatsoever to indicate that we ever shall have."

The question of jazz is debated elsewhere than in America, and people seem to feel as strongly in England, for instance, as here. The conductor of the Harrowgate Municipal Orchestra resigned his post rather than play jazz—which he dubs "a disease—a form of neurasthenia." The London *Daily*

Mail gives us a hint of the situation over there, which seems to take on features almost tragic:

"'I could not ask my orchestra, which is 40 strong and one of the best in the north of England, to play what, in my view, is not good music,' said Mr. Carr. 'Music that is played in restaurants and cinemas is not fit for the concert-hall.

"'I am a composer of light operatic music, and I was quite willing to—and I did—play *good* light music; but I would not play rubbish. The primary purpose of music is to uplift people mentally, morally, and spiritually—not to assist their digestion.'

"Sir Dan Godfrey, conductor of the Bournemouth Municipal Orchestra, said: "'Jazz" is often worth playing. People would have what they wanted in music. Only about 10 per cent. of the public always wanted the best music.'

"The comment of the Royal Hall Committee of Harrogate Corporation on the position taken up by Mr. Carr is that the majority of patrons have not been too enthusiastic over the programs, mainly classical, and that the hall had been half empty on ordinary nights, whereas on popular nights the house had been full."

AMERICA NEGLECTED BY DRAMA

AMERICAN DRAMA has seemed never at a lower ebb. Whether it is being smothered by importations from abroad or just dying of its own inanition, certainly it raises but a feeble voice. As Mr. Hammond points out in the New York *Tribune*, "the Broadway drama is not teaching us much this season about American life and character." He notes that there is "a great deal to be learned from current plays concerning the careers and habits of important foreigners, from Casanova to Queen Victoria, but our own existence is a little neglected." Outside of Mr. Zangwill, even the rostrum has let us alone. Mr. Lloyd George was too reticent to light any beacon for illumination or guidance. But we have stars and entertainments from abroad, and even our resident artists look there for their vehicles. To prove this, Mr. Hammond draws up a list of current plays that stretches out longer than one would suspect:

"'The Dancers' (British).
'Spring Cleaning' (British).
'The Camel's Back' (British).
'Aren't We All?' (British).
'A Lesson in Love' (British).
'Windows' (British).
'Queen Victoria' (British).
'Mary, Mary, Quite Contrary' (British).
'Little Miss Bluebeard' (British).
'Robert E. Lee' (British-American).
'The Showing-Up of Blanco Posnet' (British-American).
'Casanova' (Spanish).
'Scaramouche' (French).
'The Lullaby' (French).
'Cyrano de Bergerac' (French).
'Seventh Heaven' (French).
'The Failures' (French).
'The Swan' (Middle European).
'A Royal Fandango' (Middle European).
'Sancho Panza' (Spanish).
'White Cargo' (South Seas).

"Besides these we have, or have had recently, Madame Duse in a Scandinavian and Italian repertoire; Sir John Martin-Harvey in things dealing with ancient Greece, the Denmark of Hamlet's period, and Belgium under the German's heel. The Grand Guignol, from Paris, instructs in far-away manners, as does the Moscow Art Theater. In case you are desirous of information regarding the American scene you are limited to 'Abie's Irish Rose,' 'Chicken Feed,' 'The Nervous Wreck' and 'The Whole Town's Talking,' to mention some of the lighter studies; and to 'Chains,' 'Tarnish,' 'The Shame Woman,' 'Sun Up,' 'The Changelings' and 'Rain,' in the event that you are of the more serious type.

"Mr. Morris Gest, the eminent Melting-Pot, is now simmering with the heated contents of four peoples—Duse's Italians, the Russians of the Moscow Art Theater and the Chauve-Souris, Max Reinhardt the German, and the audiences of the United States. He is in himself a little League of Nations, ministering to the cause of amity through the medium of his favorite muse. In a single evening he abolishes the boundaries by presenting his Russians in an Italian comedy at a New York theater containing many Americans. At another time he fuses a Norwegian tragedy, an Italian cast and New York spectators from many lands—consulting their English translations between the acts. Mr. Gest is as impatient of frontiers as art is; and he knows that all languages are almost decipherable when falling from the lips of genius. 'Do you enjoy an obelisk any the less,' he might ask, 'because you are unfamiliar with its signaries and alphabets? Does not Cleopatra's Needle help you to love and to understand the ancient Egyptians, even tho its inscriptions are perplexing? It has never been decided what the wild waves are saying, yet that unintelligibility keeps few persons away from the seashore.'

"Mr. Gest is the most honest of the international propagandists. A frank and undeceptive ambassador, he exposes the shortcomings of his clients from foreign parts. No one can say of him that he cheats, much, on behalf of Russia when he presents 'The Brothers Karamazoff' and 'The Lower Depths,' nor that he is partial to Scandinavia or Italy when he presents 'Ghosts' and 'The Dead City.' 'Regard them,' he seems to say, 'with pity rather than with odium, and so advance the crusade for human brotherhood. And if you are unable to do so, at least enjoy the acting if not the life it illustrates.'"

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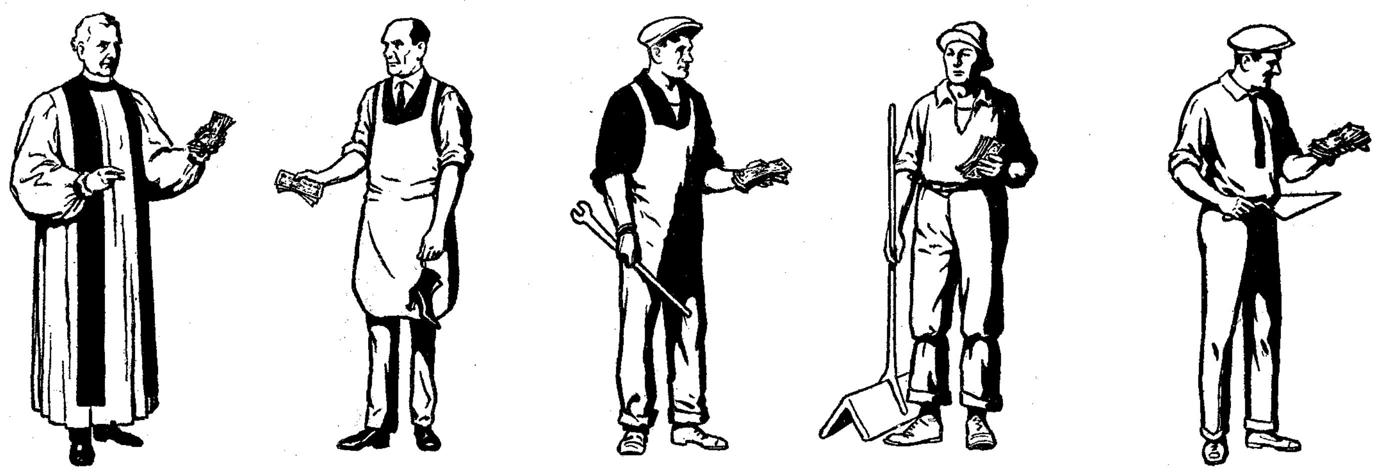
MISS EBON STRANDIN

As the bride in the ballet depicting the story of the wise and foolish virgins. The atmosphere in this is wholly Swedish.

Mr. Woollcott's speculations on the prospective greatest success of the season looks abroad also. In *The Herald* this:

"It is altogether possible that when the final curtains fall in June the retrospect of the season will show that the play which made the deepest and most lasting impression was one which slipt unheralded into town. But of those already forecast none seems as interesting or so fraught with the promise of great memories as the five-act chronicle play called 'Saint Joan,' which has been written by Bernard Shaw. The first rehearsals are already under way, and we should not be surprized if every American actress under the age of fifty-three answers each telephone call these days with the hidden hope that it is the Theater Guild summoning her to play *Jeanne d'Arc* on the Garrick stage. The play has not yet been published either here or in London."

RELIGION-AND-SOCIAL-SERVICE


PREACHER, $27.26 SHOE WORKER, $25.04 STEEL WORKER, $37.81 HOD-CARRIER, $30.14 BRICKLAYER, $55.92

AVERAGE WEEKLY PAY OF THE CLERGY IN SIX DENOMINATIONS COMPARED WITH THAT IN FOUR TRADES

FROM PREACHING TO PLASTERING

HE SPREAD THE GOSPEL until he was tired and hungry. Then he left the pulpit and spread plaster—at $500 a month, bringing home "the bacon" for the family every day. This sums up the story of a pastor whose congregation thought that preaching, like virtue, is its own reward, and that he and his family could live on that. But it is thin gruel, even for the most inspired, and this pastor's experience is being repeated. More and more clergymen are abandoning the ministry for the trades every year, we are told. They do it, says *The Homiletic Review,* not from choice, but from necessity. "Half the Congregational ministers support families on annual incomes of less than $1,500. Among Northern Baptists the average ministerial salary is $1,300." Of course, there are a few pastors whose salaries equal that of a minor bank president, but their number is so small as to be negligible.

Much has been written in urging salary increases for the ministry, the poorest paid of all the professions, but so little attention has been paid to the demand, we are told, that the subject will not down. In its issue of August 31, 1918, THE LITERARY DIGEST printed a full-page appeal for increased compensation for ministers. The appeal was reprinted in *The Homiletic Review* in the following October. The Church's conscience was aroused, we are told, and there was a general increase in ministerial stipends. But the increase was far short of the mark. "There is still a wide disparity between the minister's salary and the cost of living, whereas the rise in artizans' wages and in the returns for unskilled labor has been very great." *The Homiletic Review* was led to conduct an investigation into the salaries and wages paid to the ministry and to the trades. For the clergy, we are told, the most careful and detailed figures are provided by Congregationalists, of whose ministers

23 per cent. receive under	$1,000 or	$19.23 weekly
28 per cent. receive under	1,500 or	28.86 weekly
24 per cent. receive under	2,000 or	38.46 weekly
16 per cent. receive under	3,000 or	57.72 weekly
9 per cent. receive over	3,000	

That is, 51 per cent. receive under $1,500, or $28.86 weekly.

The general average for all Congregational ministers now, we are informed, is $1,778 a year, or $34.19 a week, which, it is noted, is 50 per cent. higher than in 1916. This weekly salary is compared with the average job-printer's wage of $38.31, or the carpenter's wage of $40.61, reckoned without bonus or overtime. Other comparisons, taken almost at random, we are told, are shown on the following page. Even when consideration is taken of the fact that the minister has steady employment, which can not always be said of the mechanic, the manual laborer, says *The Review,* has by far the best of it:

> "Moreover, the expert official statistics, derived from the Industrial Conference Board and *The American Contractor* as of July 1 and September 1 respectively, take no note of bonuses, which raise the daily wage from 20 per cent. to 100 per cent.—the latter situation being the substance of a news item of October 8, 1923, when plasterers were reported to be receiving $25 or $26 per diem.
>
> "Neither the minister nor *The Homiletic Review* has any sinister intentions against the laboring classes. No workers rejoice more sincerely than the editors and the great body of clergy in the prosperity of the class called 'working men.' Theirs is a plea that simple justice should now be rendered to the splendid men whose hours of labor in the parish and pulpit exceed those of any other class."

It was to save his soul that one minister found himself forced to leave the pulpit. In a letter to *The Homiletic Review,* he recounts:

> "It was principally because I could no longer endure the degrading experience of looking down from my six-hundred-dollar pulpit into the faces of people to whom I was forced to owe money. Never shall I forget my joy when, one Sunday morning as I was on my way to church, a boy rushed up with a belated telegram from Ambassador Walter Hines Page, then editor of *The Atlantic,* offering honest pay for honest work and opening a door of escape from the accursed situation.
>
> "No sooner had I established myself in journalism than ministers began to consult me with a view to their own escape. They brought the same complaint always. They wanted independence. They wanted freedom to pay their debts. They wanted freedom to speak the truth as they saw it. They said that economic slavery involved intellectual slavery, and so it does.
>
> "Twenty-five years ago I was of little assistance to the clergymen who came to me with their troubles and asked how they could escape from the ministry. No other calling seemed open

to them, save at the price of special training, which they could not afford. But times have changed wonderfully since then. To-day any minister can learn a trade in his spare moments and set up as an artizan whenever he sees fit. The temptation is strong. As the New York *Tribune* puts it, we should not be surprized when 'the happy estate of bricklayers, plasterers, paper-hangers, and the nabobs of a dozen other trades is most alluring to the starvelings.'"

DENOMINATION	Salary (Weekly)	FACTORY WORKER	Salary (Weekly)	BUILDING TRADES	Salary (Weekly)
Evang. Synod	$17.30	Boot and shoe worker	$25.04	Hod-carrier	$30.14
Baptist, North	25.00	Furniture-maker	28.63	Cement finisher	41.27
Methodist Episc., So.	28.65	Auto-maker	30.47	Mason	51.57
Methodist Episc., No.	29.44	Foundryman	31.51	Plumber	47.17
Presbyterian, South	28.58	Electrical worker	31.86	Plasterer	55.79
Presbyterian, North	34.60	Iron and steel	37.81	Bricklayer	55.92

THE LABORER AND HIS HIRE

The table explains why the preacher is tempted to leave the pulpit.

Half seriously, we are told, a writer lately expresst a wish "some day to see every divinity school equipped to offer courses in plastering." He argues that "the minute the churches detect in their ministers an ability to land a more profitable job outside a parish than inside a parish, they will not only pay promptly, they will pay as generously as their means allow." In the opinion of *The Review*—

"Much of the trouble has been, ministers are 'easy.' It is splendidly to their credit that they are, and yet behold the consequence to the Church! A salary barely sufficient for existence starves both pastor and flock. If a clergyman is by poverty denied access to the best current thought—whether religious, scientific, historical, or literary—his flock inevitably suffers.

"*The Review* is intent on presenting these facts. It will see that others than the clergy are acquainted with these conditions, for the editors realize that the clergy of themselves can not and will not lead a campaign for more adequate remuneration. The clergy can not and will not organize a strike, whatever justification may be theirs. Certain individuals, forced by the instinct of self-preservation and by consideration for their families, may desert the ranks to enter some other field of work. But as a body the great mass of ministers will silently carry their cross and will remain loyal to what they deem a holy service.

"It is for these reasons that the editors feel that *The Homiletic Review* should again champion the cause of the poorly paid pastor."

A NEW TECHNIQUE IN DYING

CHARON FERRIES NO FREIGHT across the Styx, and it is a wise man, we are told, who knows how to dispose of his accumulated baggage before he starts on his last journey. There are millions which, so to speak, never leave the family vault. On the other hand, some of the wealthy return to society part of what they have gained by leaving bequests to philanthropy. Much wiser, says *The Christian Century*, are those who do the distributing themselves. Andrew Carnegie and John D. Rockefeller are mentioned as noteworthy in this respect. Mr. Carnegie gave away millions before he died, and Mr. Rockefeller is distributing his millions to charities that cover the map. The task, he is reported to have said, is the most difficult in the world. But Charles Proteus Steinmetz, who was one of the world's greatest mathematicians and electric engineers when he died a short time ago, brought us a new suggestion. He had ample opportunity to accumulate wealth, but he proposed that no man take from society more than he requires for his immediate needs. Let a man house and clothe and feed himself and his family; let him take enough to afford him opportunity for unhampered service to the community. For the rest, let the man take no thought; certainly never let him waste himself in piling up riches. What flows out above his actual needs, let it go back immediately and directly to where it will produce for the public good. This, says *The Christian Century*, sounds almost like the revolutionary proposals that a crowd of peasants, sitting on a Galilean hillside, heard one day. The Chicago religious weekly observes:

"There was a tremendous value to Steinmetz in his theory. He lived and he died one of the freest men on earth. He was free in his body and free in his mind. In the land of larger freedom to which he has gone, he came with the marks of accredited citizenship already upon him. There is a value for the rest of us. Even a rampant organ of realistic materialism was shocked to attention by Steinmetz's passing. 'Steinmetz Left Estate of Fame,' it headlined, thus recognizing the significance of the event, while showing its inability to appraise it. For Steinmetz left a lot more than fame.

"This whole question of the rewards of society and our methods of accounting with society is coming closer and closer to an issue. Two boys in an agricultural college in Iowa conceive the idea of packing a bit of ice-cream within a chocolate cake; as the inventors of Eskimo Pie they reap a fortune in a single year. A man evolves a soft collar without seams, which he markets at a price that makes him, in three years, many times a millionaire. A couple of doctors discover a treatment that will save humanity from the terrors of diabetes, and make it available to the poorest as well as to the wealthy. Steinmetz harnesses immense and unknown forces to do our bidding, and dies with empty hands.

"Society is going to call for a new technique of living, and of dying. We are inclined to believe that it will be much the same as that of Steinmetz, whose idea came in the first place from Another."

RETELLING THE BIBLE STORIES

HOLY HORROR STRIKES some militant breasts in reading "The Story of the Bible" (Boni and Liveright), written and illustrated by Hendrik Willem Van Loon for children, and one literalist interpreter goes so far as to say that there is more Van Loon than God in the "story." Another critic thinks it is "jazzy," tho interesting in itself, while a third, more admiring, believes it will mark an epoch in religious teaching. All of which is in fulfilment of the vague foreboding in the author's mind that when he set the book adrift in a querulous and disputatious world it would lead to "endless misunderstanding and unlimited argument." However, Dr. Van Loon says that he is not trying to rewrite the Bible, or interpret the Bible, or give a modern version of the Bible. "I am leaving the Bible most severely alone," he writes. "The Holy Books have been translated with extreme competency by our great grandfathers. I have a profound respect for their labors. I shall not offend their sense of the ludicrous by a futile attempt to improve upon the King James version." The "story" is written in a free and easy style that will easily command the interest of children, not to speak of their elders, some of whom, we are told, have read it from end to end. The liberal, modern view is maintained throughout, the young readers being told that the Old Testament is the "national Jewish scrapbook," or "a collection of short and unrelated histories which were put together into one book when the founders of the Jewish nation had been dead for almost a thousand years." Abraham and Isaac and Jacob, the original heroes of the chronicle, "lived in an age when the Jewish people had not yet learned the use of letters. The account of their adventures was told from father to son, and each new generation added a few details to the greater glory of their ancestors." The supernatural events in the Old Testament are related as one would tell fairy-stories or fables, while the miracles in the New Testament are treated as the affectionate exaggerations of hero worshipers. But the author does not forget the religious value of the Book or fail to touch upon the profound influence it exercises on mankind. And if he does not give to Jesus the traditional characterization, he at least describes him as "the kindest and greatest of all teachers."

Here is how Dr. Van Loon tells about the tragedy in the Garden of Eden. Adam and Eve have wandered forth to explore their new home.

"At last they came to a mighty tree and there Jehovah spoke to them and said: 'Listen, for this is very important. Of the fruit of all the trees in this garden you may eat to your hearts' content. But this is the tree that gives forth the knowledge of Good and Evil. When Man eats from the fruit of this tree, he begins to understand the righteousness or the wickedness of his own acts. That means an end to all peace of his soul. Therefore, you must leave the fruit of this tree alone, or accept the consequences, which are very terrible.'

"Adam and Eve listened and promised that they would obey. Soon afterwards, Adam fell asleep, but Eve remained awake and began to wander. Suddenly there was a rustling in the grass, and behold! there was a crafty old serpent.

"In those days the animals spoke a language which could be understood by man, and so the serpent had no difficulty in telling Eve how he had overheard the words of Jehovah, and how foolish she would be if she were to take them seriously. Eve thought so, too. When the serpent handed her the fruit of the tree, she ate some, and when Adam woke up, she gave him what was left.

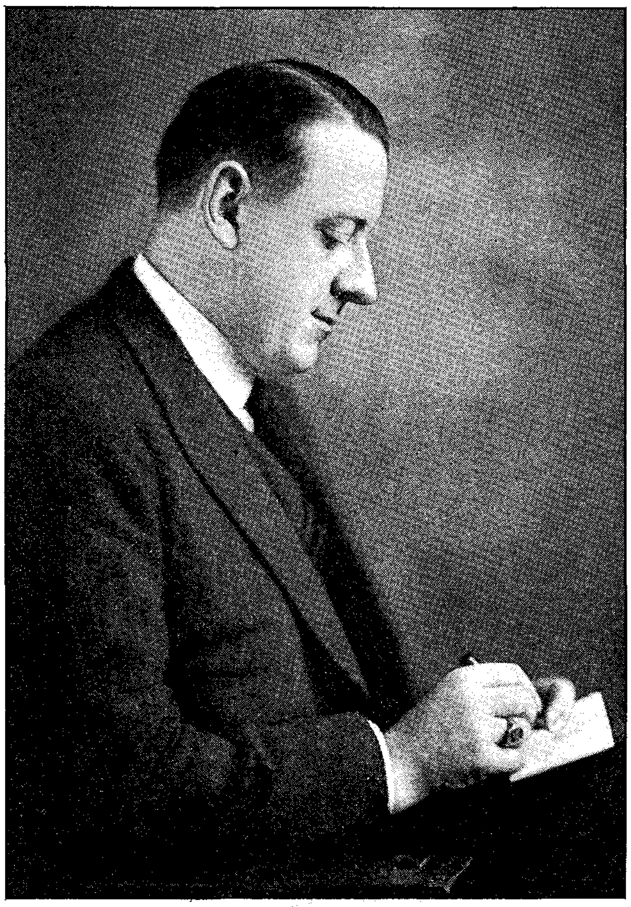
"Then Jehovah was very angry. At once he drove both Adam and Eve from Paradise, and they went forth into the world to make a living as best they could.

"In due course of time they had two children. They were both boys. The name of the elder was Cain, but the younger was called Abel. They made themselves useful around the house. Cain worked in the fields, and Abel tended his father's sheep. Of course they quarreled, as brothers are apt to quarrel. One day, they both brought offerings to Jehovah. Abel had killed a lamb, and Cain had placed some grain upon the rude stone altar which they had built as a place for worship.

"Children are apt to be jealous of each other, and they like to brag about their own virtues. The wood on Abel's altar was burning merrily, but Cain had trouble with his flint. Cain thought that Abel was laughing at him. Abel said no, he was just standing by and looking on.

"Cain asked him to go away. Abel said no, why should he? Then Cain hit Abel.

"But he hit him much too hard, and Abel fell down dead."


"LEAVING THE BIBLE SEVERELY ALONE"

Dr. Hendrik Willem Van Loon writes a story about it for children that makes some reviewers agree that he did leave it alone.

Stories of the miraculous are written down as bits of Jewish lore, and are treated lightly. When we come to the story of Shadrach, Meshach and Abednego and the fiery furnace, we are told that when the doors of the furnace were opened the next morning, "the three young men walked out as unconcernedly as if they were just returning from a cool swim." The author of the book ascribed to Daniel "probably introduced the wholly imaginary episode of the fiery furnace to tell his contemporaries what faith can do for those who believe that Jehovah is on their side, and he made Nebuchadnezzar die a terrible death, because such an unfortunate ending was sure to please his Jewish readers." However, "we have too many Babylonian sources about the great Chaldean King to be in doubt about his ultimate fate. He died peacefully in the year 561 B. C."

It is more difficult, the author finds, to tell the story connected with the central figure in the New Testament, tho it is the most interesting of all the stories he has read. "And so," he writes, "I shall give you a very simple account of his life as I see it, not a word more and not a word less. For that, I am sure, is the way he would like to have me tell it." We come to the story of the marriage feast at Cana:

"He had understood the embarrassment of his host, whose careful arrangements had been upset by the unexpected appearance of half a dozen uninvited guests.

"To save his relatives from their predicament, he had quietly changed the water into wine and the dinner had been finished to the satisfaction of all.

"As the ages went by, similar bits of magic were continually added to the original stories. That was quite natural. People have always loved to connect superhuman power with those whose memory they worship. . . .

"But to many of us, the influence which Jesus exercised upon the world was so astonishingly profound and inexplicable that we are willing to accept him without the doubtful embellishments of conjuration and exorcism.

"In this we may be entirely wrong."

This story of the Bible, writes the Rev. Charles Francis Potter, Unitarian, in the New York *Herald*, "will solve a real problem for many liberal parents and afford delightful and profitable hours for American boys and girls." The child who does not read it, we are told, will be handicapped. "And the minister will probably read it through eagerly himself first. In it he will get a layman's view of the Bible, fearless, free, interesting and helpful." Many will not agree with what the writer says about the Bible, and some will be shocked, writes the Rev. R. Cary Montague in the *Southern Churchman* (Episcopal), "but I believe that on the whole the book will have a very beneficial effect. It is certain to arouse a greater interest in the Scriptures, and to make both the old school thinkers and the progressive ponder their positions." But while he finds it a very interesting book, "full of lively tales and incidents, calculated to hold the attention of the average boy as thoroughly as Mark Twain does in Tom Sawyer," Dr. Frederick Lynch, editor of *The Christian Work*, thinks that Dr. Van Loon has "'jazzed' the Bible, as Paul Whiteman has jazzed the classic music." At least, he says, Dr. Van Loon "might have told the boys that the Bible tells us of one who was 'Lord and Master of us all.'"

The "story" is more bitterly censured by *The Sunday School Times*, and Prof. William Lyon Phelps of Yale University writes in the New York *Evening Post* that it is not, even for boys, a good substitute for the Bible. It is a travesty on the Bible, says Professor Phelps. "The fact that Mr. Van Loon wished to increase enthusiasm for the Bible and to promote the study of it must be frankly recorded. The result emphasizes his unfitness and makes the failure of his book even more conspicuous."

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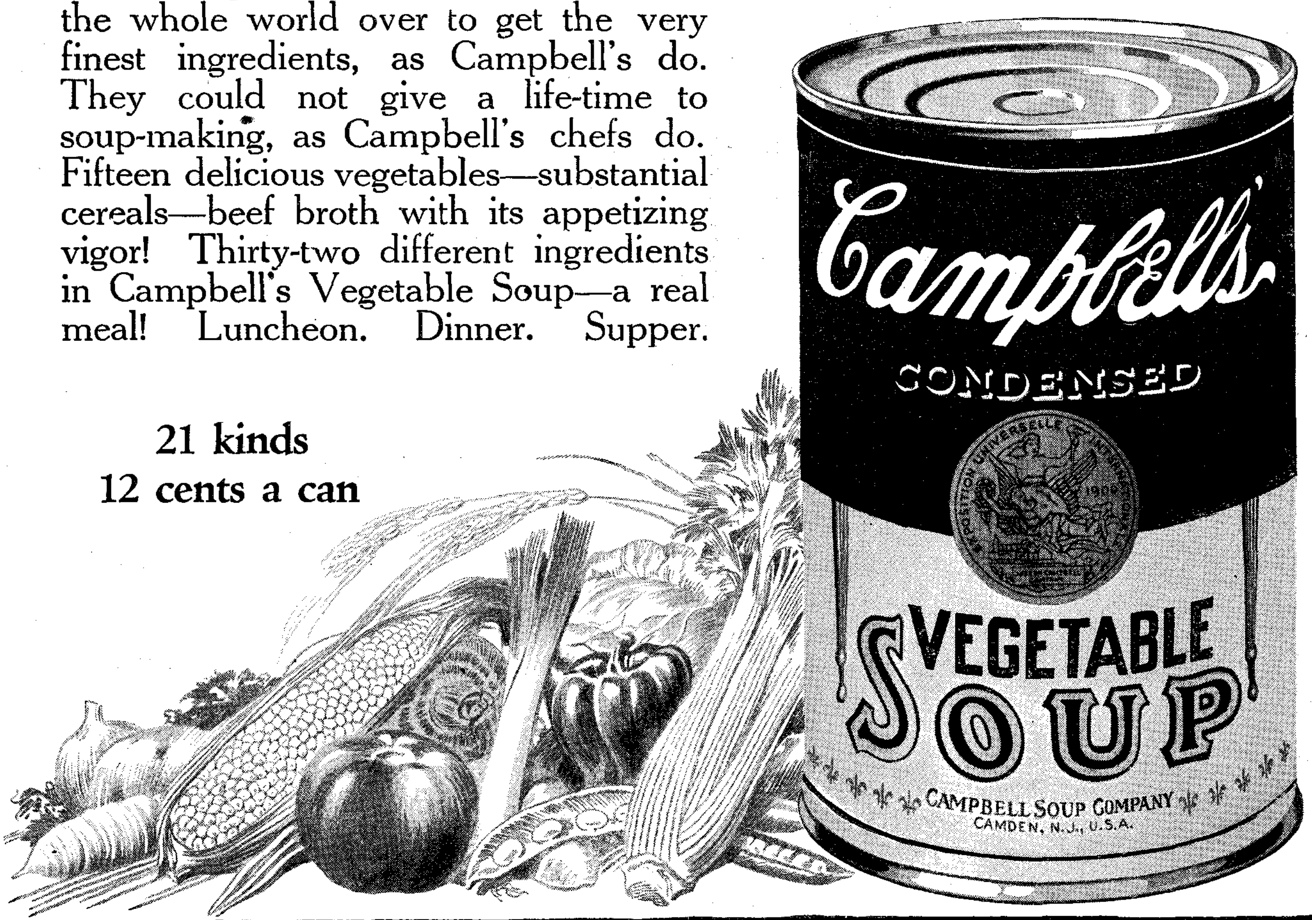


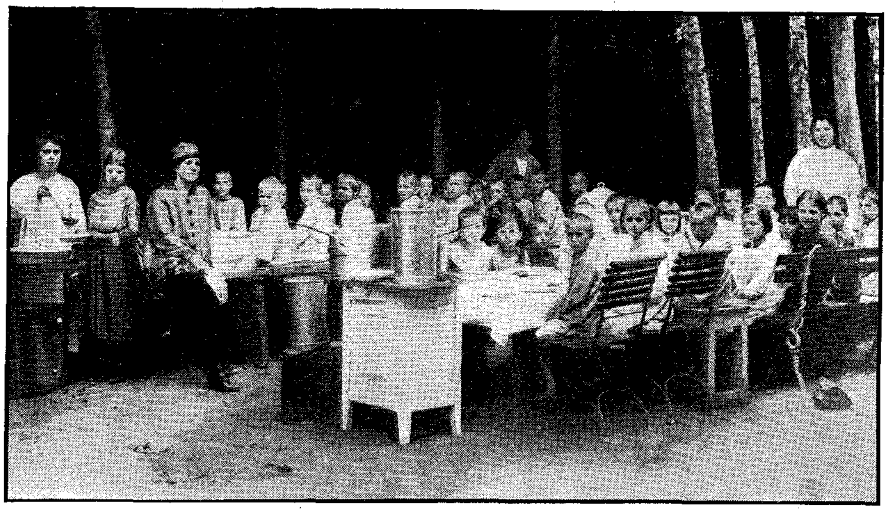
Campbell's SOUPS

LOOK FOR THE RED-AND-WHITE LABEL

EMMA GOLDMAN'S BLUE DAYS IN RED RUSSIA

ONE OF OUR MOST VOCIFEROUS RADICALS, who spent much time when in this country extolling the régime of Soviet Russia, was deported to her new Utopia of the Bolsheviks, and now she is out with a book in which she denounces Bolshevism and all its works. "I found reality in Russia grotesque," she writes in the introduction of her volume, "My Disillusionment in Russia" (Doubleday, Page), a record which is called "the most sweeping indictment of Bolshevism ever received on this side of the water." The real Soviet Government, she reports, "was totally unlike the great idea that had borne me on the crest of high hope to the Land of Promise." For fifteen months, Emma Goldman, perhaps the most famous anarchist ever deported by America, lived in the land where a "revolution," something like the one she was accustomed to advise for America, had taken place. The "Proletariat government" there pleased her even less, it appears, than had the "Capitalist government" of this country, against which she was always urging the "proletariat" to rise in revolution. Her "Proletariat commonwealth" in action reminded her somewhat of Dante's inferno. Friends and readers of Miss Goldman will recognize that she always had a gift for strong language, as well as for being "agin the government," whatever that government might chance to be; but she is now in Berlin, where she has had nearly two years to recover from her "ghastly experience" in Russia, and she insists that her denunciation of Bolshevism is not unduly violent.

She begins her story when, in December, 1919, America "stooped to the Czaristic methods of deportation," and sent away a number of radicals, including herself, to Russia. Miss Goldman was not heartbroken to have to go, she says, for "All my life Russia's heroic struggle for freedom had been as a beacon for me," and now "Soviet Russia was luring me." When they crossed the Russian border, and were met by a committee of the Soviet Government, headed by a certain Zorin, she writes: "I preferred to be alone when I touched the sacred soil; my exaltation was too great, and I feared I might not be able to control my emotion." She records, however, that Zorin, a few days later,



WELL-KEPT CHILDREN OF A "PREFERRED" SCHOOL

These young Russians are being trained as the future Soviet rulers of the land, and they serve as an exhibit of Soviet educational methods. There are not many of these "show" schools.

NEGLECTED YOUNGSTERS OF THE "COMMON" SCHOOLS

These are ragged, undernourished, diseased and neglected, and they are never on show, but they are said to be typical of the great bulk of children of the school age in the Soviet Republic.

> Speaking of the political organization of his party, remarked: "Tammany Hall has nothing on us, and as to Boss Murphy, we could teach him a thing or two."

She soon found, she says, that Tammany Hall methods were pale and pallid as compared with the Bolshevik system. The rulers of Russia constituted a close corporation, bolstered up by persecution, summary arrests and sudden death. Miss Goldman admits that she had expected violence, even terrorism, but the Bolshevik brand of violence was too much for her.

She found, among other things, that graft was quite as popular in the Soviet Republic as in the capitalist republic from which she had recently been turned out. In the so-called "common dining-rooms" the best food went to "a number of officials, commandants and inspectors." The workers, the poor people, had merely changed masters. "The masters have everything," she was told by poverty-stricken citizens. "The masters have white bread, clothing, even chocolate, while we have nothing. Communism, equality, freedom—lies and deception!"

She visited Communist industries where

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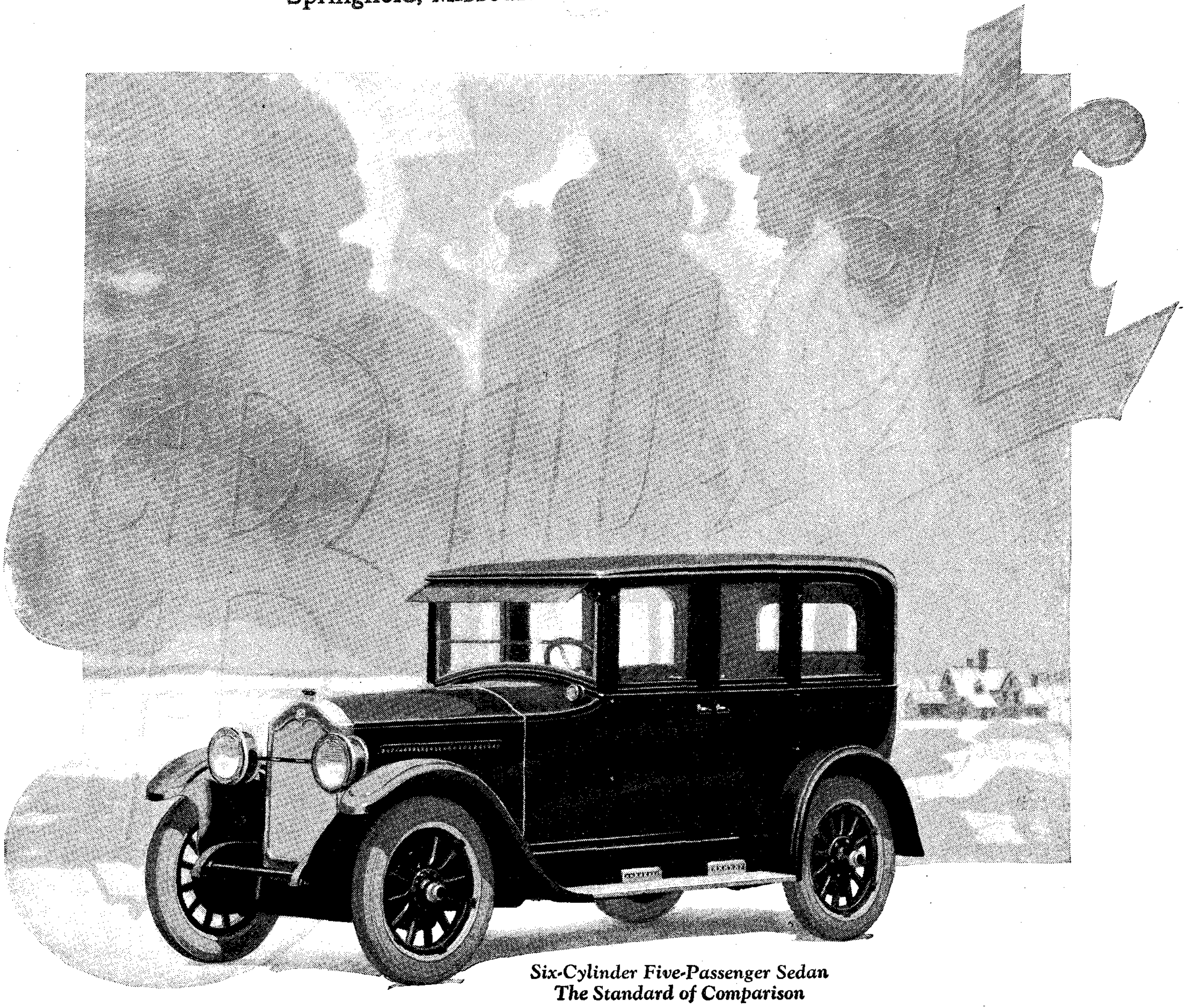

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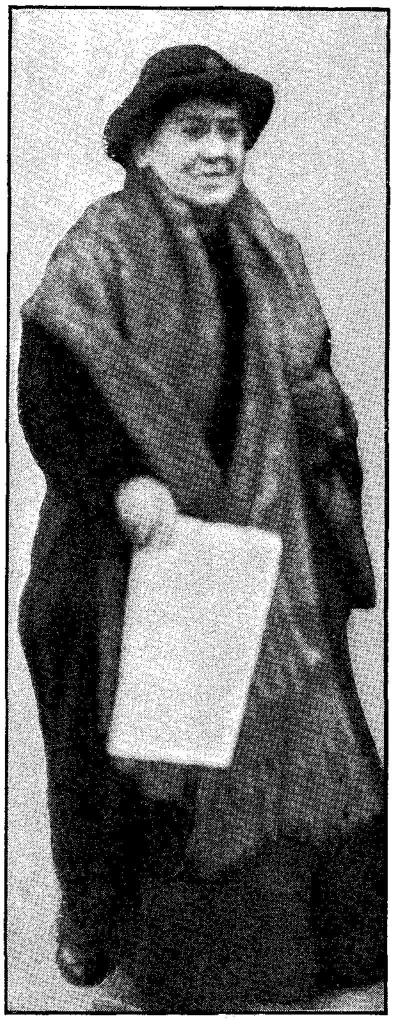
"the people owned and operated the means of production." Regarding one of these publicly owned factories, she writes:

> The great flour-mill of Petrograd looked as if it were in a state of siege, with armed soldiers everywhere, even inside the work-rooms. The explanation given was that large quantities of precious flour had been vanishing. The soldiers watched the millmen as if they were galley-slaves, and the workers naturally resented such humiliating treatment. They hardly dared to speak. One young chap, a fine-looking fellow, complained to me of the conditions. "We are here virtual prisoners," he said; "we can not make a step without permission. We are kept hard at work eight hours with only ten minutes for our *kipyatok* (boiled water), and we are searched on leaving the mill."
>
> "Is not the theft of flour the cause of the strict surveillance?" I asked.
>
> "Not at all," replied the boy; "the Commissars of the mill and the soldiers know quite well where the flour goes to."
>
> I suggested that the workers might protest against such a state of affairs.
>
> "Protest, to whom?" the boy exclaimed; "we'd be called speculators and counter-revolutionists and we'd be arrested."
>
> "Has the Revolution given you nothing?" I asked.
>
> "Ah, the Revolution! But that is no more. Finished," he said bitterly.
>
> The following morning we visited Laferm tobacco factory. The place was in full operation. We were conducted through the plant and the whole process was explained to us, beginning with the sorting of the raw material and ending with the finished cigarets packed for sale or shipment. The air in the work-rooms was stifling, nauseating. "The women are used to this atmosphere," said the guide; "they don't mind." There were some pregnant women at work, and girls no older than fourteen. They looked haggard, their chests sunken, black rings under their eyes. Some of them coughed and the hectic flush of consumption showed on their faces. "Is there a recreation room, a place where they can eat or drink their tea and inhale a bit of fresh air?" There was no such thing, I was informed. The women remained at work eight consecutive hours; they had their tea and black bread at their benches. The system was that of piece-work, the employees receiving twenty-five cigarets daily above their pay, with permission to sell or exchange them. I spoke to some of the women. They did not complain, except about being compelled to live far away from the factory. In most cases it required more than two hours to go to and from work. They had asked to be quartered near the Laferm, and they received a promise to that effect, but nothing more was heard of it.
>
> Life certainly has a way of playing peculiar pranks. In America I should have scorned the idea of social welfare work: I should have considered it a cheap palliative. But in Socialist Russia the sight of pregnant women working in suffocating tobacco air and saturating themselves and their unborn with the poison, imprest me as a fundamental evil. I spoke to Liza Zorin to see whether something could not be done to ameliorate the evil. Liza claimed that "piece-work" was the only way to induce the girls to work. As to rest-rooms, the women themselves had already made a fight for them, but so far nothing could be done, because no space could be spared in the factory.
>
> "But if even such small improvements had not resulted from the Revolution," I argued, "what purpose has it served?"
>
> "The workers have achieved control," Lisa replied; "they are now in power, and they have more important things to attend to than rest-rooms—they have the Revolution to defend." Lisa Zorin had remained very much the proletarian, but she reasoned like a nun dedicated to the service of the Church.
>
> The thought opprest me that what she called the "defense of the Revolution" was really only the defense of her party in power. At any rate, nothing came of my attempt at social welfare work.

The notion of Communist propaganda, says Miss Goldman, was "dominant." For instance, she proceeds:



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THE CHEERFUL EMMA GOLDMAN AS SHE LEFT OUR SHORES

She expected to find a Utopia in Revolutionary Russia, but, she reports, she found something much more nearly resembling Dante's inferno.

> Even the children had to serve that end. The well-kept schools were for show, for the foreign missions and delegates who were visiting Russia. Everything was lavished on these show schools at the cost of the others.
>
> I remembered how everybody was startled in Petrograd by an article in the Petrograd *Pravda* of May, disclosing appalling conditions in the schools. A committee of the Young Communist organizations investigated some of the institutions. They found the children dirty, full of vermin, sleeping on filthy mattresses, fed on miserable food, punished by being locked in dark rooms for the night, forced to go without their suppers, and even beaten. The number of officials and employees in the schools was nothing less than criminal. In one school, for instance, there were 138 of them to 125 children. In another, 40 to 25 children. All these parasites were taking the bread from the very mouths of the unfortunate children.

In the "preferred" schools, the children were trained with special care in Communistic theory and practise. These schools are expected to turn out the future Communist rulers of the land, and the children benefited by "the system of favoritism and graft that prevailed in the management of the schools and the treatment of the children." The majority of the schools and children's homes were "squalid, dirty and neglected." Those in charge of the "preferred" schools had little difficulty in procuring everything needed for their charges, but the caretakers of the common schools "would waste their time and energies by the week, going about from one department to another, discouraged and faint with endless waiting before they could obtain the merest necessities."

The careless and abrupt way in which the Communist authorities were accustomed to kill people was also troublesome to Miss Goldman. She writes that she "came to realize that the Communists believed implicitly in the formula, that the end justifies *all* means." Any suggestion of the value of human life was repudiated as "bourgeois sentimentality."

The troubles of the Jews in this Russia of the Soviets, it appears, are aggravated by the Communist carelessness for human life. In Poltava, reports Miss Goldman, there were two kinds of pogroms: the loud, violent ones, and the silent ones. Of the two, "the Zionists considered the former preferable," for—

> The violent pogrom might last a day or a week; the Jews are attacked and robbed, sometimes even murdered; and then it is over. But the silent pogroms continued all the time. They consisted of constant discrimination, persecuting and hounding. The Bolsheviki had closed the Jewish hospitals. If a Jew and a Gentile happened to be arrested on the same charge, it was certain that the Gentile would go free while the Jew would be sent to prison and sometimes even shot. They were all the time exposed to insult and indignities, not to mention the fact that they were doomed to slow starvation. The Jews in the Ukrainia were suffering a continuous silent pogrom.

Miss Goldman is especially severe on American Communists who, without any immediate contact with Russia, are enthusiastically in favor of spreading the conditions prevailing there. "Traveling salesmen of the Revolution," as she calls the writers, who, in and out of Russia, play the rôle of Bolshevik Court functionaries, are also reproved. She concludes:

> Those familiar with the real situation in Russia, and who are not under the mesmeric influence of the Bolshevik superstition, or in the employ of the Communists, will bear me out that I have given a true picture. The rest of the world will learn it.

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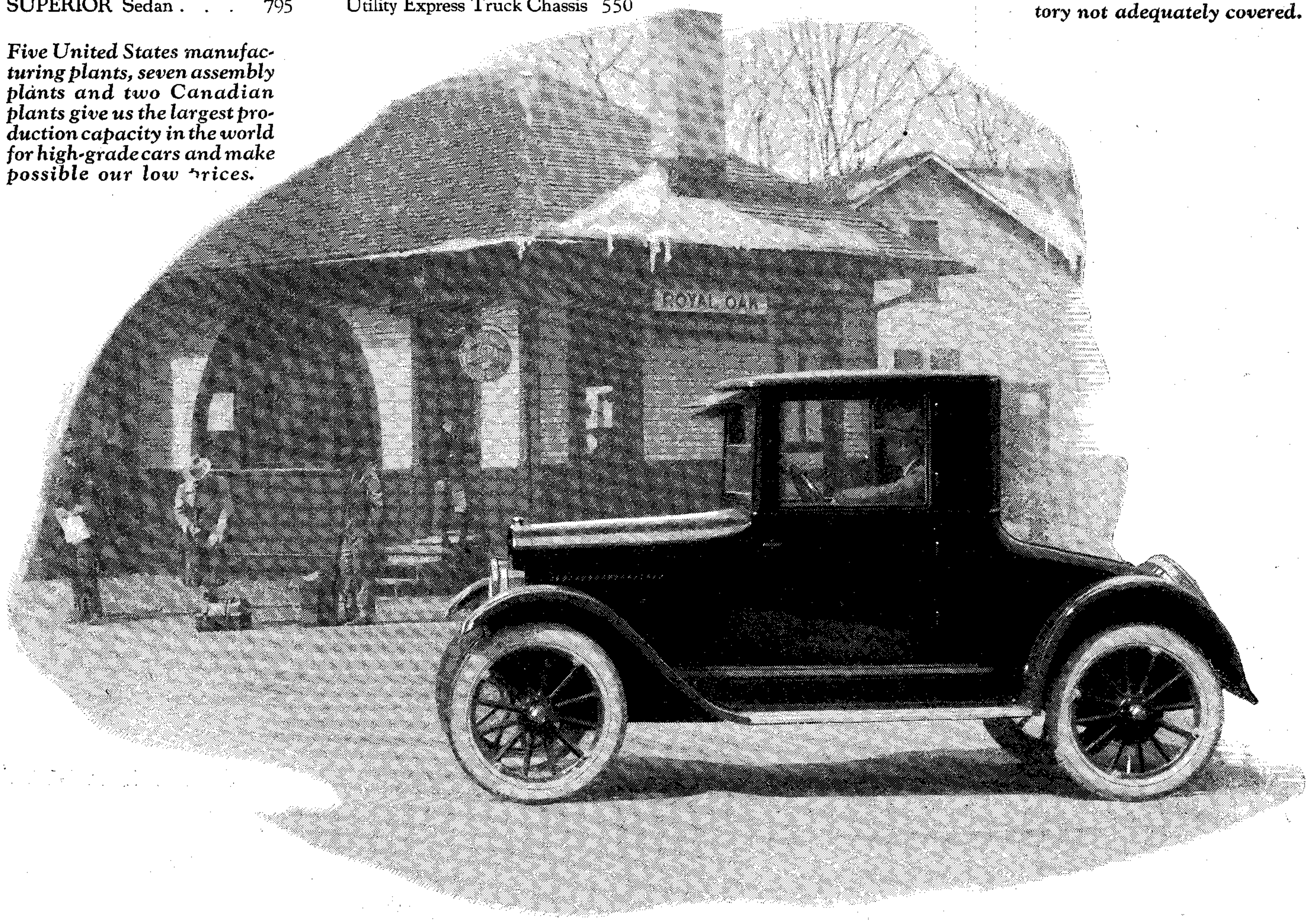
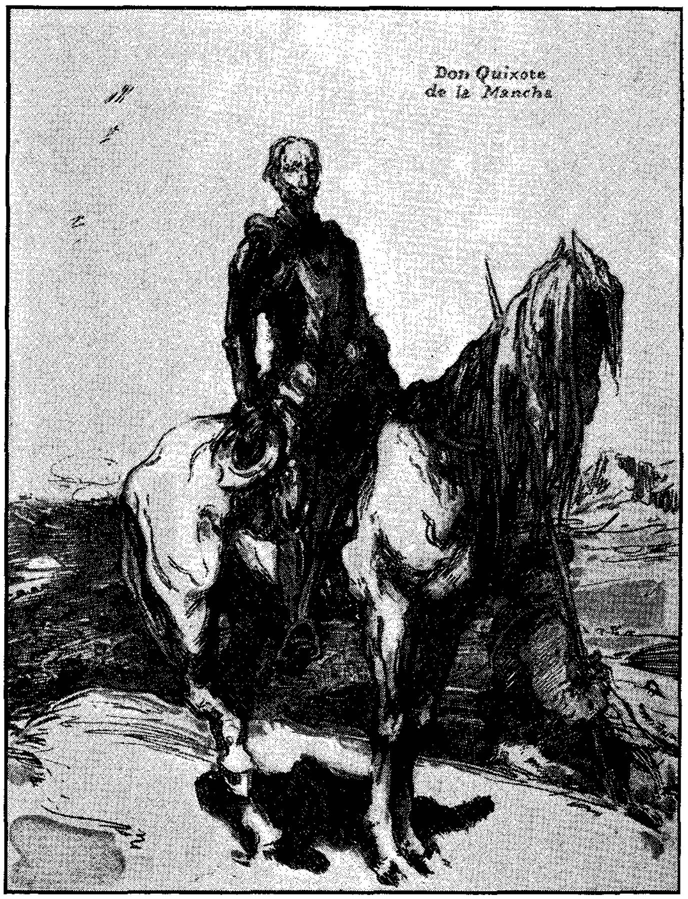


ARE WE DON QUIXOTES OR SANCHO PANZAS?

THE AMERICAN NATION, announces Blasco Ibáñez, the Spanish novelist, who lately paid us a flying visit on his way around the world, ought to be particularly interested in the revival of interest in that most famous of novels, "Don Quixote." For not only was the author, Cervantes, "a man of action, a man who tramped about the world and lived a strenuous life, an American of his time," but the book itself seems especially significant of the diverse American states of mind. *Don Quixote,* the knight, in the view of the Spanish writer, may stand for all that is noble and idealistic; *Sancho Panza,* the squire, for all that is grubby, coarse and egoistic; and the American people might be considered as notable for their attainments in the one direction as in the other. Blasco Ibáñez moralizes, writing in the current issue of *The Literary Digest International Book Review,* that:



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THE GREATEST IDEALIST OF THEM ALL

Don Quixote, in his self-forgetful devotion to justice, reminds Mr. Blasco Ibáñez of the United States. But we are also said to have much in common with Sancho Panza.

As the American nation is vehement in its impulses, and still has the sensitive soul of youth, it feels with more liveliness and energy than other nations the good and evil passions of our existence. At times the American people take *Sancho Panza* as their model, and think only of material satisfactions, of the egoisms that make our life comfortable. On other occasions, they display a generosity and idealism as lofty as that of *Don Quixote.*

Superficial folk who talk of books from hearsay, without having read them, regard *Don Quixote* as a grotesque personage, good only to provoke laughter. This is not extraordinary. The common herd always regards as grotesque or insane any one who brings a new idea, any one who breaks through the general custom, any one who sacrifices himself for a noble ideal. *Don Quixote* is the man-angel who realizes the good and defends justice without thinking of his own convenience, without fear of the prejudices that he may arouse by shattering established conventions.

The hero of Cervantes could have lived quietly in his home; enjoying the modest and sweet tranquillity of a rural proprietor, yet he mounts his horse and goes out into the world to defend women and children, to liberate the opprest, to aid the weak and punish the unjust and haughty. In most cases, he is beaten, almost always he comes out the loser, and his unhappy adventures make one laugh; but behind this laughter are sadness and admiration. *Don Quixote* is poor mortal man, who desires to make right and justice triumph, and who stumbles and falls in his noble efforts. These falls do not matter. From stumbling to stumbling we go on advancing toward ideal perfection. If *Don Quixote* did not exist in our souls, we should be worth less than any of the lower animals.

The American nation has been *Don Quixote* twice in its history. To give freedom to the black man it threw itself into a bloody and great civil war, which endangered its national existence, dashing North and South against each other. In our own day, in order to save Europe from lapsing again into the Middle Ages, the American people crossed the Atlantic, renewing on a gigantic scale the epic of the Crusades, and poured out their blood for something spiritual and intangible—for a noble idea—without coveting a single inch of the lands trodden by their warriors. The generous hero of Cervantes's novel could have done no more.

Blasco Ibáñez brings out several new aspects of Cervantes, "father of all modern novelists," in the course of his appreciative article. It appears that Cervantes at one time wished to come to America, and, in fact, had picked out a job for himself as mayor of one of the Spanish cities in South America. His great masterpiece, "Don Quixote," was not appreciated until after his death, and he was not so lucky as his famous English contemporary, W. Shakespeare, in amassing a competence during his lifetime. His great novel, at the present time, however, as our recent visitor from Spain points out, is included with the works of Shakespeare among the world's literary immortalities. It is even the report of popular historians that Shakespeare and Cervantes passed away on the same day, both of them under more or less unpleasant circumstances. To-day, writes Blasco Ibáñez, taking up the achievement of his compatriot, it is recognized that·

"Don Quixote," in the history of universal literature, is the first of all the novels, not only chronologically, but also in intrinsic merit. Before Cervantes wrote this book, the novel did not really exist. In all literatures there were only collections of tales: The Thousand and One Nights in Arabia, the collections of satirical or dramatic tales in Italy, Spain and other countries; the French and English romances of chivalry—somewhat extravagant prose epics—and so on. The novel, in our present meaning of the word, did not exist. "Don Quixote" was the first modern novel and will eternally be the last, the most recent and the most interesting, because no novelist will ever succeed in creating anything more alive, more complete, or more modern. No other book in literary history has been translated into so many languages and achieved so many centuries of true success. Perhaps I ought to explain that word "true." There are many famous works which everybody admires, but which very few read. Most of these few, moreover, read such a book once in order to say "I know it," and never again take it into their hands, limiting themselves to gazing at it with religious veneration on a shelf in their library. Such books are works of a retrospective interest. They contain great beauties, but beauties that have dried on the stalk, that long ago lost the freshness of life. "Don Quixote" will live forever, because it is a synthesis of all humanity.

All novelists have imitated Cervantes, tho to say this is not to accuse them of plagiarism. They can not do anything but imitate him. Whoever wishes to paint humanity in its most generous and idealistic aspect, or in its coarsest and most egoistic form, must needs paint a *Don Quixote* or a *Sancho Panza.* In all the world there are only those two personages. Either we are angels or we are beasts.

The world-wide fame of this novel is easily understood. All great men have made of it one of the books that we keep close to our pillows, so that they can be opened at any moment and read, beginning at the first page that we happen to turn to, with the certainty that we shall find most interesting and profitable instruction, no matter where the reading begins. Goethe always kept "Don Quixote" within reach of his hand; the ill-humored philosopher, Schopenhauer, felt the necessity of reading this book every year; Auguste Comte declared that every man ought

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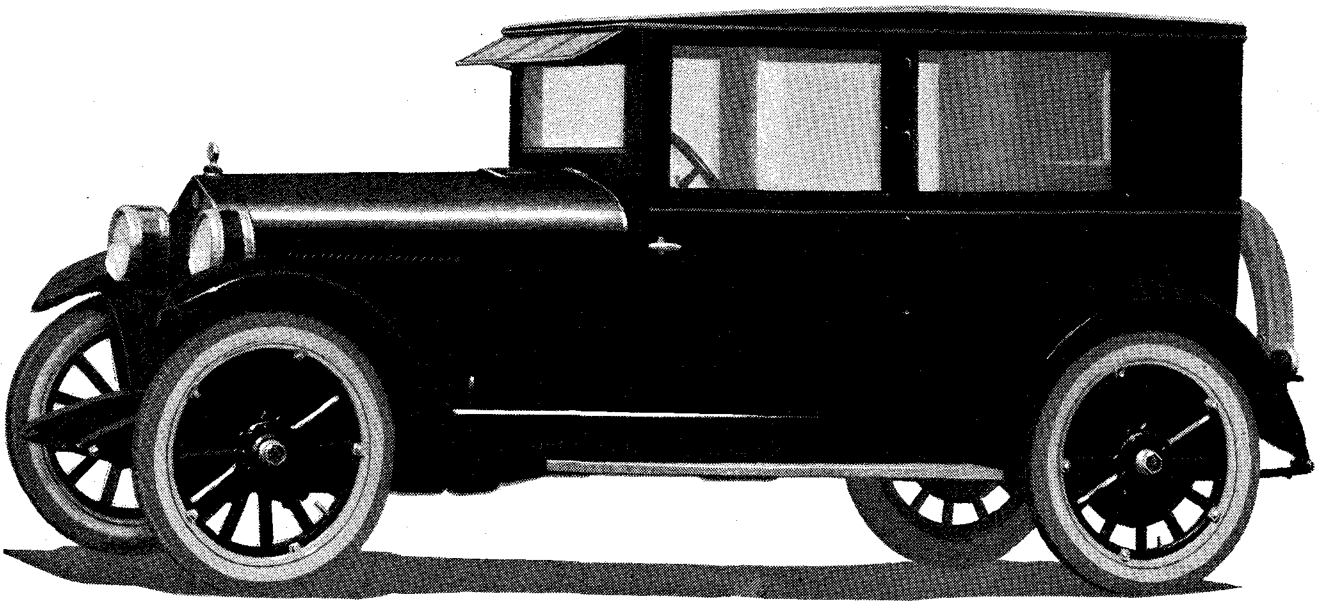

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PERSONAL GLIMPSES
Continued

to know it; the scoffer, Heinrich Heine, who made light of everything, was moved to tears in speaking of the great-hearted Spanish gentleman, and devoted to Cervantes's novel a serious and sympathetic study worthy of his own great poetic gifts.

Present-day Spain, which has come to be only one of the many nations of Europe, could not produce a Cervantes. He was the son of that universal Spain which possest a large part of Europe, the greater part of America, the whole of the Pacific and its islands—the Spain upon whose domains "the sun never set." This novelist-man was a soldier, a sailor, a skilled swordsman mixed up in many duels. One of his hands was crippled by a wound received in the famous naval battle of Lepanto, which saved Christianity from the Turkish invasion. For years he was a slave of the Barbary pirates who had found lodgment in Algiers. Then in his own country he was unjustly persecuted by the law and thrown into prison, so that it was in a cell that he conceived the idea for the first part of his "Don Quixote."

This soldier, who had fought on foot upon the battle-fields of Italy, and then on the decks of ships at Lepanto and in the conquest of the Azores, needed only one thing to make him a complete man of his epoch—he needed only to come to America, as did so many other Spaniards now grouped under the term *conquistadores*. It was not his fault if he did not complete his life by coming to America. I have in my study a photographic copy, duly framed, of the document which the author of "Don Quixote" wrote to the King of Spain, requesting that, in view of his services as a soldier and his war-crippled hand, he be given some employment in Spanish America. In that document Cervantes named various positions that would be suited to him, one being that of mayor of a city in what is now Venezuela. The King ordered written on the margin that "Cervantes should ask for something else here in Spain, and it will be given to him." But the years passed, and the monarchy that was then mistress of half the world gave nothing to the novelist, so that at last he died in misery.

The number of *The International Book Review* (December), which contains Blasco Ibáñez's article, completes the first year of the new review. The editor, in the course of presenting a brief "log" of the year's voyage, admits that, comparatively speaking, "a year does not measure an extremely venerable age." "Doubtless," he admits further:

> There are octogenarians, nonagenarians, and even centenarians among literary periodicals, in whose honor, on the score of longevity, the lace cap of a mere one-year-old should be doffed in all reverence. It is true, speaking reminiscently, we can't say, as some of our aged contemporaries might, "Before the war we discovered the literary masterpiece of this Don Fulano"; nor can we venture very far into the less vague period of "after the war" for the finding of such pleasurable experiences. Looked at in this way, indeed, a year seems no great matter, and the infant for whom it spans the whole sum of an earthly existence might warily think better of taking stock of his experiences at so early a date. But periodicals are not altogether like persons, and the maturity of the one develops through a much swifter process than is usually the case with the other. Hence, "a year-old" with us becomes quite a momentous affair, and in the light of its accumulations we confess that it is difficult to recall a time when we have not been engaged in the delightful occupation of discussing books.
>
> In this frame of mind, altho a prosaic calendar registers the indisputable fact that we are only one year old, and entering upon our second year to-day, we find it difficult to admit a lesser age than some of our centenarian contemporaries aforesaid. And the reason is that literature, being ever old and ever young, softens for her followers the distinctions of age, mingling the asperities of winter with the milder airs of spring until the records of nativity become quite other than they seem. Thus, in looking over our first year of existence, we find that we have rubbed shoulders intimately with whole generations of literary thought and feeling. To be exact, statistically exact, during these twelve months of our existence 2,436 books have been listed and described in our "Important Books of the Month" department, while of these 696 books have formed the subject of special reviews by 168 reviewers for the benefit of our 110,000 or more readers. Figures at the best give only the bare bones of things; those just quoted may at least be taken as an indication of the extent of the field covered in our first year. As a further indication of this diversity of interest manifested during the same period, it may be worth noting that in the current symposium over the Ten Best Books of the Century, 868 titles of books by 538 authors have already been recorded and discust.

The titles and authors in this anniversary number of the review, which may be considered a commentary on its editor's further statement of its methods and ideas, run as follows:

> The Book as a Christmas Gift: Herbert S. Gorman. Editors Under the Villard Microscope: Charles Willis Thompson. If Ouida Were Alive To-day: Gertrude Atherton. Forty Years Among New York's Literary Folk: Richard Le Gallienne. How the Other Half Lives To-day: William Lyon Phelps. Editorial: A First Milestone. The American People—Don Quixote or Sancho?: Vicente Blasco Ibáñez. Famous Painters in Holiday Garb: Charles de Kay. Adventures of a Favorite Author: Mary K. Ford. The Greatest Story Ever Retold: Joseph Fort Newton, Litt.D., D.D. Revealing the Soul of a Sea Rover: Percy A. Hutchison. Choosing Twentieth Century Classics: Christmas Books for Boys and Girls: Mary Graham Bonner. Giving the American Classics a Chance: Brander Matthews. The Tragic Story of the Last Russian Empress: Florence Finch Kelly. Certain Novels, Pleasant and Unpleasant: Joseph Collins. Mr. Black Discovers New York and Jo Ellen: Maxwell Aley. Scandinavia's Most Talked of Novel: Edwin Björkman. Poland's Literary Revival: Charles Phillips. Books That France Is Reading: Lloyd Morris. Tolstoy as His Wife and Son Saw Him. From Humor to Serious Fiction. With the Makers of Books in America: VIII. The House of Dutton. In This Month's Fiction Library. Important Books of the Month. Books Talked About in Literary Europe.

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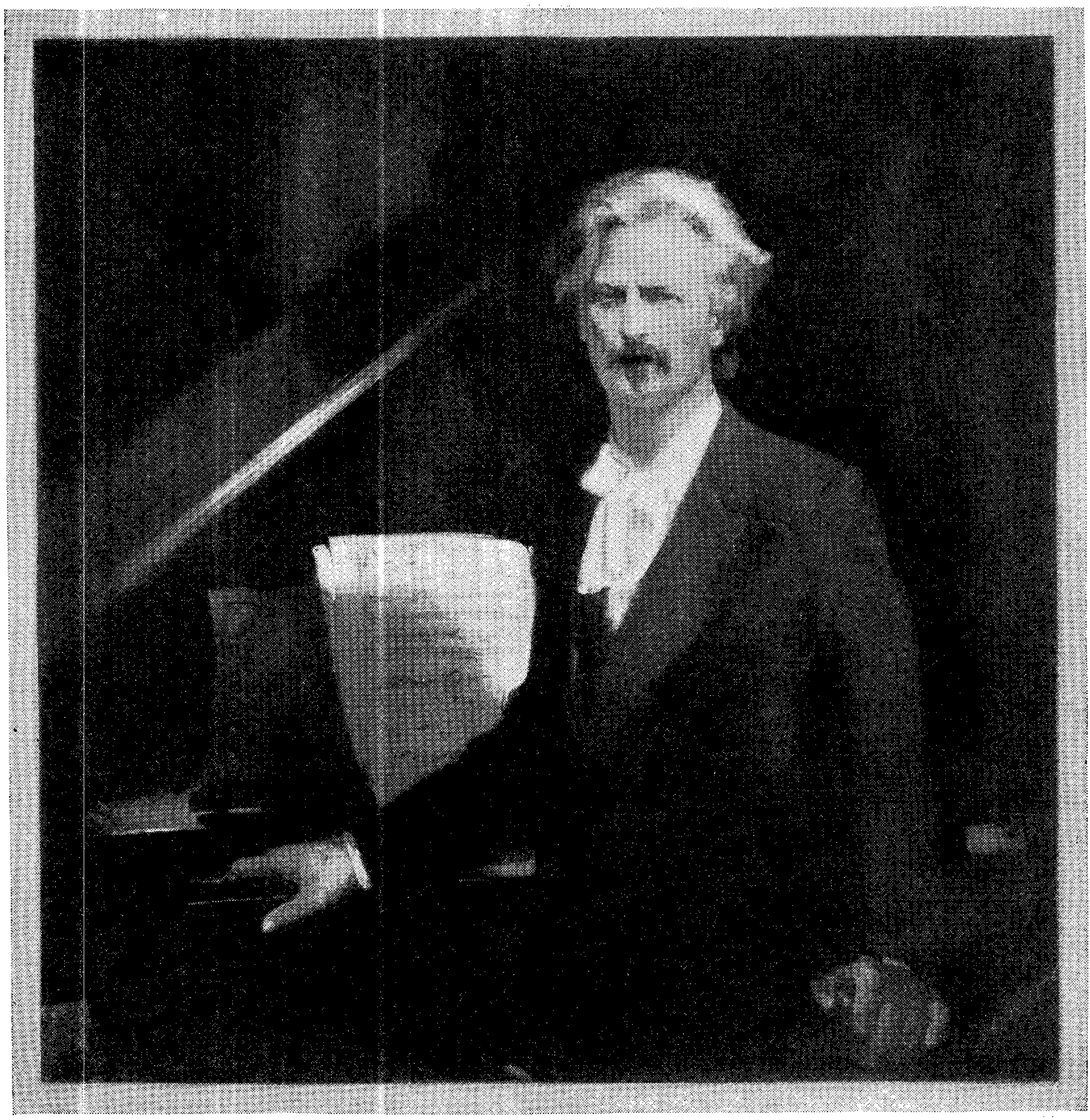

Paderewski at his Steinway

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GLIMPSES ▾ OF ▾ WINTER ▾ PLAYGROUNDS

THE WORLD IS THEIR FIELD

THE ARMIES OF WINTER TRAVEL are on the march, and the world is their field—but the objective of their advance is rest and recreation. In the comfortably disposed batallions of modern touring science they progress by land and water across the seven seas and into pleasure places of the earth remote from hearth and home. East is East and West is West, and ever the one voyages at this season toward the other's realm and speaks the other in passing. Americans flock to the Orient and visit a host of ports of call on their way. Orientals become more numerous in our cities and winter resorts, poring over their guide-books or painstakingly making photographic records of the great rich world of the West. Southward and northward, also, move unending lines of travelers over the twin American continents of the Western Hemisphere. While honeymooners from Chicago are marveling at the modern architectural beauties of Rio de Janeiro, a Brazilian and his wife gaze with admiration at the skyline of New York Harbor from the ship that is leading them to the chief gateway of Uncle Sam.

Here in the United States our transportation systems are laying out immense sums to meet the steadily increasing traffic. During 1923 the railways of this country are spending the stupendous sum of $1,059,000,000 for additional facilities. In the first half of the year, 2,655 new passenger-train cars were placed in service. Up to November 1st, 3,371 new locomotives had been put in operation. In the same period 155,872 new freight-cars had been installed.

For the comfort, safety and speed in moving an approximate volume of 1,100,000,000 passengers and freight during the present year, $2,275,000,000 will be expended upon maintenance-of-way, structures and equipment. It is estimated that the capital expenditures for the coming year will not be less than $500,000,000. Ocean steamship lines, particularly in the Coastwise and South American service, are adding new and more luxurious vessels to their fleets. Two well-appointed ships will be placed in operation this winter in the New York-Savannah route, and two other new ships are in the Philadelphia-Baltimore-Savannah-Jacksonville trade. Winter travelers to South America will be provided with a well-appointed new steamship flying the Lamport and Holt house flag. In the Mediterranean service, a prominent Italian Company has just placed another new liner in commission for its rapidly expanding needs.

Necessary and comprehensive information about railways and steamship lines that follow the playground trails of the world will be found in the ensuing pages, as compiled from the most authoritative sources of travel information.

RECREATION IN DIXIELAND

From Atlantic City, whose lights shine oceanward, undimmed through all seasons of the year, to the Florida border, there are winter playgrounds having almost every climatic gradation from temperate to subtropical. These resorts have individuality. With few exceptions, they have in common the characteristics of maturity and good taste. They are frequented for the most part by American families of stability. The saddle-horse is more in favor than the motor. Golf and the hunt occupy the time rather than ostentatious display of wealth and fashion.

Through the length and breadth of this part of Dixieland comprising the States of Virginia, West Virginia, North and South Carolina and Georgia—other parts of the South are considered separately—there are cities with stately Colonial homes facing broad lawns and shaded streets, and an atmosphere of Southern hospitality lacking in some of our more cosmopolitan centers. This spirit pervades even the delightful hotels. Business districts are typical of American enterprise, and the old and the new South, existing side by side offer irresistible appeal.

Geographically the resorts within this territory are distributed among three general regions—the deep-set ocean bays, the sand hills of the long-leaf pine belt, and the highland attractions of the Appalachian mountain system.

Washington is the important northern rail gateway for this southland. It is a city of interest and inspiration to every American citizen. Here the majesty of our Government is realized and the machinery of this Government disclosed. Some of the most sacred historical associations cling to the city and its environs. Washington is a profitable objective in itself for the traveler. On a longer journey southward, several days' stop-over should be devoted to the National Capital with its Capitol, White House, National Library, Departmental Buildings, Pan American Union, Smithsonian Institute, National Museum, Botanical Gardens, Lincoln Memorial, Washington Monument, and near by the National Cemetery at Arlington, Annapolis, Alexandria, and Mt. Vernon, home of George Washington.

Into the imposing Union Station, built at a cost of eighteen million dollars, all trains entering Washington converge, including those of the Pennsylvania System, Baltimore and Ohio System, Chesapeake and Ohio System, the Atlantic Coast Line, Seaboard Air Line and Southern Railway. Washington and also Baltimore are termini for Chesapeake Bay steamer lines between these cities, listed elsewhere, which connect these ports with Norfolk, the ocean gateway for the Chesapeake and Ohio System, the Norfolk and Western route, Norfolk Southern, the Virginian Railway, Southern Railway, Seaboard Air Line and Atlantic Coast Line.

In the Greenbrier Mountains of West Virginia is one of the South's oldest resorts—White Sulphur Springs, and with its neighboring recreational center across the State line, Virginia Hot Springs. In the Colonial days they were popular, while to-day their attraction grows apace with visitors from all parts of the country. Both resorts have similar characteristics—an environment of heavily timbered mountains, with trails and bridle-paths for many devotees of the saddle, excellent golf courses, curative medicinal springs and imposing hotels. The Chesapeake and Ohio System furnishes the rail gateway.

In the great Valley of Virginia are found several famous caverns, including those of Luray and the Grottoes on the Norfolk and Western System, and the Shenandoah Caverns on a branch of the Southern Railway.

Another nature wonder of the South overlooking the James River Valley in Central Virginia is the historic Natural Bridge, reached by the Chesapeake and Ohio and Norfolk and Western Systems.

Westward, if we digress from the strictly southern territory, are the Mammoth Caves (Louisville and Nashville System) in the Cumberland mountains of Kentucky; the famous French Lick Springs of Indiana (Monon Route); the Chickamauga-Chattanooga National Monument enclosing these historic Tennessee battle-fields (reached by several Southern rail systems); Shiloh National Monument, commemorating this great Civil War conflict (near Corinth on Illinois Central and the Southern Railway).

Returning to Virginia there are numerous water trips in regions made famous by Captain John Smith, Pocahontas and Rolfe. A sail down the Potomac River and up the James for a visit to the ruins of historic Jamestown, passing that series of famous estates that line their shores, is a little cruise of charm.

Three seaboard cities of the South are prominent in their various attractions—Savannah with the Colonial atmosphere in its residential parts and the modern surroundings in its busy commercial districts; Brunswick, noted for its fishing and hunting, and its Jekyl Island Club, just off-shore, frequented by business and professional men; Charleston is another favorite coast resort, its historical points of interest such as Fort Sumter, its Isle of Palms, beaches, magnolia gardens and Belvedere links forming some of its inducements. Savannah is southern terminus of the Savannah Line from New York, which has just placed in

California

Be in the Golden State with us next Christmas!

A host of new families are enjoying Christmas in the Golden State! Many thousands more than last year. A year ago, many of them battled storms and blizzards.

This Christmas, they celebrate in rose-clad little homes, or verdure-bounded mansions. Last year, their kiddies stayed indoors. This Christmas, they romp in thick, green grass and breathe clean air from sea or mountains.

However, Californians do not live on climate. But climate makes myriad opportunities from which livings are made. Climate here means tip-top spirits, better health and maximum production. Climate has brought population, and population multiplies opportunities. California nurtures success, just as it nurtures vegetation.

Californians Prosper

Californians will start the New Year with at least 75 per cent more per capita bank deposits than other people. They'll start the New Year with per capita savings double the average of the Nation's per capita. There is on the average an automobile to every family in California.

California fruit trees produce over twice the average of other fruit trees in dollars and cents. California acreage produces in crop value, from 100 per cent to 200 per cent more than other acreage. Californians have money! They have 5,000 miles of wondrous highways, 20,000,000 acres of primitive forests, great mountains, alluring valleys, beauteous parks, glistening beaches, sparkling bays, year-round fruit and flowers. Nearly everything to make life pleasanter and more worth while! Like millions of us, you too can be happier in California!

Schools Are Unexcelled

Youthful California shares honors of leadership in school efficiency with age-old Massachusetts. Here children have unexcelled educational advantages. California takes her rural children to modern schools in great motor buses. California cities keep educational facilities ahead of population. Here is a typical instance—San Francisco recently voted a $12,000,000 bond issue, this sum to be spent on elementary, junior high and high schools.

There are seventeen junior colleges in the State, where the first two years of college work may be taken. California's universities attract students from all over the world. Next to the largest of ALL universities is California's own.

Health and Comfort

California's youths are healthy. Her children are strong. Federal statistics show that California babies weigh more and are taller than babies of the same age elsewhere. Of twelve cities in the United States with lowest infant mortality rates, six are in California. California children have greater chance of living to maturity.

You'll avoid extremes of climate in California. For instance, in San Francisco the summer average temperature is 59 degrees, the winter average 51 degrees, and the annual average 55 degrees—and there is never enervating humidity.

You CAN succeed in California if you can succeed elsewhere. Work now for your California future. This time next year, be on a glass-like California highway, breathing fragrant air, seeing inspiring scenery of a legion kinds.

California will welcome tens of thousands of new citizens in 1924. Ambitious people they will be, intent on better futures than they face elsewhere. Be among them! Succeed with them! When Christmas comes again, be living in the great new Empire by the Western Sea. Your future cast with ours. This year, prepare a reasonable stake to see you started, and settle down forever in the Golden State.

Come to San Francisco

Come to San Francisco, the headquarters of Californians Inc., a non-profit organization of citizens and institutions interested in sound development of the State. Some of the most beautiful suburban districts in California adjoin this great port, the metropolis and trading center of the Great Valley and of the many garden valleys of the Coast Range.

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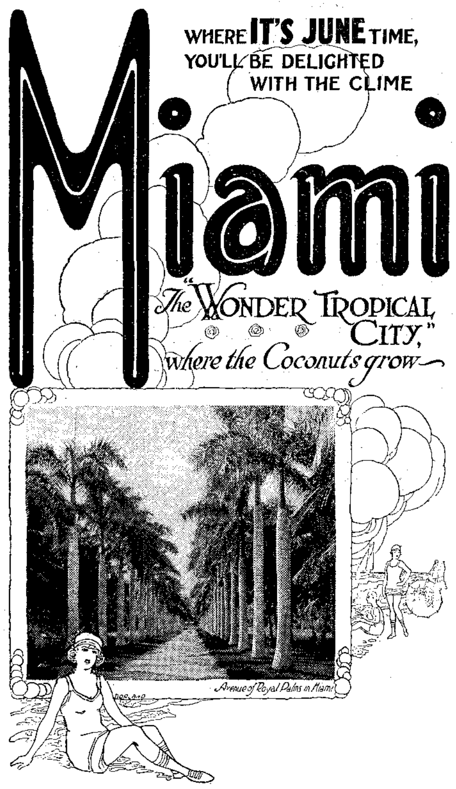
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"The Wonder Tropical City," where the Coconuts grow
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The Motorist's Mecca.
The Fisherman's Paradise.
The Golfer's Wonderland.
The Polo-Player's Pride.
The Surf-Bather's Joy.
The Aviator's Dreamland.
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Truly the Outdoor City.

THE setting is along the shore of Biscayne Bay and the Atlantic Ocean, among the Coconuts, Royal Palms, Orange and Grapefruit Groves.

The Beautiful Atlantic Ocean, Multi-hued in this Southern Zone, crystal clear, its blue and green reflecting the white clean sand. Unexcelled beaches for surf bathing enjoyed daily throughout the winter.

A City of Beautiful homes of varied architecture and often called the cleanest looking city in America on account of the great number of new concrete buildings finished in light colored stucco with fancy tile roofs.

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Hotels to suit every demand. You may select a hotel with beautiful tropical gardens, with ultra-modern arrangement, or choose among numerous moderate priced establishments. A total of 75 Hotels.

Apartment houses with the very highest appointments or in lesser style at a lower cost. A total of 200 Apartment houses.

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On the East Coast of Florida—The American Riviera

GLIMPSES OF WINTER PLAY-GROUNDS—*Continued*

commission two new steamships, the *City of Birmingham* and *City of Chattanooga.*

Charleston is a port of call for the Clyde Line, while both Savannah and Charleston are reached by the three Southern rail arteries—the Atlantic Coast Line, Seaboard Air Line and Southern Railway.

Inland and parallel with the coast is the Long Leaf Pine Belt of the South. Here we find Pinehurst the winter golf capital of the country, yet not exclusively devoted to its links, for much interest attends its trap-shooting meets, its horse racing on three separate tracks, its polo, and fox hunting. Pinehurst, withal, has a growing residential colony attractively grouped about its palatial hotels.

Its neighbor, Southern Pines, offers similar recreation and home surroundings. At both places the saddle-horse is much in favor. Each of these towns is reached by the Seaboard Air Line System.

Camden, "in the land of cotton" (Seaboard Air Line and Southern Railway), is frequented by many winter visitors, who play over its two golf courses and ride horseback in the surrounding country.

West of the Sand Hills are the lofty ranges of the Great Smokies and Blue Ridge mountains, in which are located resorts of country-wide repute.

Asheville, in the heart of the hardwood, spruce and balsam clothed Blue Ridge, is the capital of that scenic wonderland known as "The Land of the Sky." East and south it is protected by the Blue Ridge, north and west by the Great Smokies, and near by flow the clear waters of the French Broad. Its sheltered location gives it a mild tho invigorating climate which averages in February, its coldest month, 38 degrees. At the Biltmore and Asheville Country clubs eighteen-hole courses golf is a favorite pastime, and saddle trips to the great 80,600-acre Pisgah Forest and Game Preserve are popular. Mt. Mitchell, the highest summit of the East, 6,711 feet, is accessible. The rail approach is by the Southern Railway.

Aiken (Southern Railway), seventeen miles from Augusta, is the center of a select winter colony, that follow the fox hounds, golf on the famous Palmetto and Highland Park courses, ride in the saddle over picturesque bridle-paths, or play polo. The park-like surroundings give Aiken its designation of "the town beautiful."

Aiken's neighbor, Augusta, has also an aristocratic colony with a celebrated country club, superb hotels and typical recreations of the South.

WINTERING IN FLORIDA

As civilization progresses and living becomes more and more an exact science, mankind is following the instincts of migrant birds, escaping the severity of Northern winter for the comfort of Southern latitudes. For a refuge from cold, increasing thousands are migrating to Florida each year. Some go there for a vacation, others to remain until the robins fly northward, and many to settle in Florida permanently.

Florida has many interests other than her tropical climate, however. Towns and cities are rising as if by magic, acreages of citrus fruits and winter vegetables are increasing by thousands. Florida is an amazing demonstration of American progress.

Nature-lovers and sportsmen will find in Florida regions of many delights. With more than two million acres of water surface within her boundaries, and the longest shore-line of any State in the Union, Florida offers exceptional opportunities to fishermen, yachtsmen and swimmers.

There are within the State fifty-eight streams carrying the names of rivers, with an approximate total length of 2,571 miles, which are navigable for light draft boats, with several thousand miles additional of creeks. Practically every county has frontage on one or more rivers; thirty-one counties have ocean or gulf beaches; and the lakes are so numerous no complete census has been ever made of them. Lake County alone has 1,400 lakes large enough to be named, while Orange County claims 1,500 lakes.

While Florida does not have cross-State water transportation in a commercial way, yet those who enjoy traveling on water may take light draft boats from the Jacksonville port through inland waters to either Fort Myers on the West Coast, or to Stuart, West Palm Beach, Fort Lauderdale or Miami on the East Coast. The route lies up the St. Johns River to Palatka, thence through the Ocklawaha River into the lakes of Lake County and on through connecting streams into the Kissimmee River and into Lake Okeechobee, our largest fresh-water lake entirely within one State, and from that lake into the Caloosahatchee River to Fort Myers, or through the drainage canals to East Coast cities.

There are about 600 varieties of fish found in Florida waters, some affording the highest class of recreation to those who take pleasure in landing a string of game fighters.

Into the Jacksonville gateway, and to a lesser extent through Pensacola or Tallahassee, the tide of travel pours during fall and winter months to be distributed to the East Coast, Central and Gulf Coast regions. The multitude of visitors arrive by Pullman, steamship, motor car, motor boat, yacht and house-boat.

Jacksonville, on the St. Johns River, has a thirty-foot channel extending from her municipal piers eighteen miles to the sea, and is one of the important seaports and rail centers of the South Atlantic. The Clyde Line and the Merchants and Miners Transportation coastwise fleets terminate here, and into this city focus the rail systems of the Atlantic Coast Line, Seaboard Air Line and Southern Railway, with their numerous connections from the East, North and Middle West. From Jacksonville extends the Florida East Coast System, with its route to Key West, thence via steamer to Havana, Here diverge the Seaboard Air Line and Atlantic Coast Line routes to Northern, Central and Gulf Coast ports of Florida The Pensacola gateway is reached from the West by the Louisville and Nashville System.

Important rail routes to Florida or Gulf Coast from Chicago and other points in the Middle West, including those of Illinois Central, Chicago and Eastern Illinois, "Big Four" and Pennsylvania Systems and their connecting links.

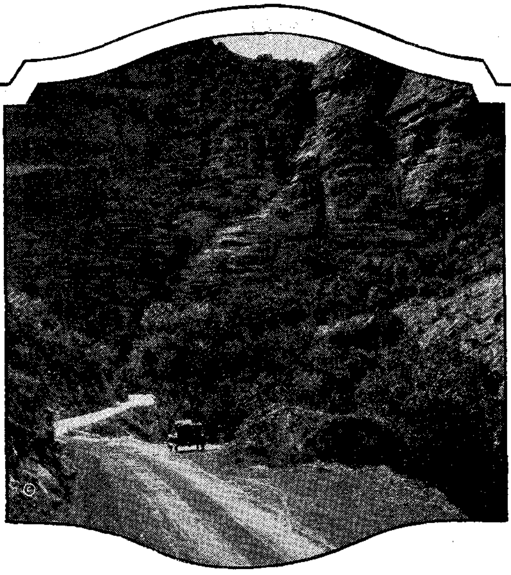
Important motor trails leading Floridaward include the Dixie Highway from Chicago to Miami; the Atlantic Highway from the Eastern States; the Spanish Trail along the Gulf, connecting on the west with the Jackson Highway.

Spectacular Palm Beach is our most popular winter playground of wealth and fashion. From the middle of December until the end of March it is a magnet for notables from all parts of the country. Its brilliance centers round its famous hotels, "The Breakers" and the "Royal Poinciana," while a more exclusive set live in palatial villas The situation is fortunate, a narrow strip of land facing the Atlantic and backed by Lake Worth. In mid-season Palm Beach is kaleidoscopic with its floral gardens, its gaily canopied bathing-beach, its palm-bordered avenues and walks, over which move in continuous procession wheel-chairs, cycles, motor cars and "scootamotors." The famous Casino sparkles each evening with myriad lights, while by day the eighteen-hole golf courses are animated with players. Amusements are organized under various clubs including the Everglades Club, Beach Club, Browning Club and Sail Fish Club.

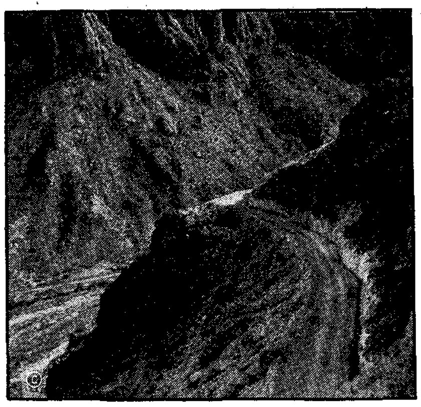
With a superb setting on Biscayne Bay and the Ocean Miami has been termed "the magic city" of Florida. Magic, because she is growing faster than probably

Continued on page 47

Morning on the Salt River below Roosevelt discloses fascinating country; the tourist in this region will find a country rife with color and romance, and scenes which will remain unforgettable.



The lower trail in Fish Creek Canyon is one of the most beautiful spots on the trip.



The road at times hangs from the slopes of hills; the grandeur of these rocky eminences is breath-taking. Yet for all these giddy heights the Trail is perfectly secure.

THE APACHE FAIRYLAND OF ARIZONA

BY WARREN FENTON

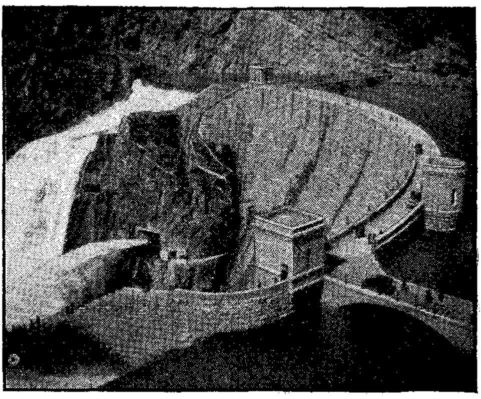
Photos Copyrighted by McCulloch Bros., Phoenix, Ariz.

WE have within the United States, in the winter tourist season as well as in the summer months, scenery, associations, surprises and opportunities for education and thought engendered by travel that are not excelled by the carefully nurtured tourist districts of Europe, and, furthermore, we are privileged to reach our wonders of nature and progress hand in hand with the maximum of comfort and even luxury and the minimum of expense.

Consider Arizona, for instance. Regarded by the average American as a waste stretch of territory, this great State is in reality one of nature's finest art galleries. Ages before Columbus crossed the Atlantic, Arizona was the stage upon which were enacted thrilling scenes marking the development of the human race from brutal savagery to intelligent reasoning and initiative. To-day Arizona presents, side by side, the chromatic mountains and shimmering deserts of the days of the cliff dwellers and some of the most momentous and epochal achievements of latter day enterprise and scientific accomplishment.

Cutting through the heart of Arizona for 120 miles is the Apache Trail, only a few years ago a trail indeed—a narrow pathway winding up and down and about through the most soothing and, at the same time, awe-inspiring mountain scenery in the world, but to-day a broad, smooth mountain highway over which tourists pass in the luxury and comfort of automobiles. It starts at the prosperous, bustling city, Globe, passes into realms of nature that have been untouched for thousands of years, skirts some of the few remaining dwellings of the prehistoric little cliff people of the Southwest that hang like swallows' nests in niches of canyon walls, crosses the crest of Roosevelt Dam—that confines one of the greatest irrigation reservoirs in the world, descends into what was a desert within the memory of Arizona schoolboys, but is now, thanks to irrigation, a fragrant and sightly garden spot, and winds up at another prosperous, hustling city, Phoenix, only a short, overnight railroad journey from the Pacific Coast.

It climbs and crosses skyscraping peaks and skirts chasms thousands of feet deep. From the almost inaccessible mountain trail that it had been from time immemorial it was transformed into a serviceable road over which to convey machinery, building materials and supplies necessary to the construction of Roosevelt Dam, which it took 2,500 men, laboring five years, and an expenditure of seven million dollars, to build.



Roosevelt Dam is worth going miles to see. With the foaming water rushing through its two spillways, the tourist will not soon forget its magnificence.

The automobile has hardly left Globe before the climb to the crest of the Divide begins. Over the ridge and headed downhill you face an area of tens of thousands of acres of buttes and canyons and mesas, and away beyond you make out the bluish tinge that marks the beginning of the stretches of orchards and fields that blossom, bloom and bring forth their bounteous products under the influence of life-giving waters from the fastnesses of the mountains to the north.

Roosevelt Dam, 280 feet high and 1,125 feet across, holds back a lake that stretches for thirty miles like a solid sheet of silver in the framework of mountain peaks. Just before reaching the Dam, you have an opportunity to inspect the homes of the cliff dwellers, and you are now in the favorite hiding ground of Geronimo, the last of the fierce Apache chiefs.

On a promontory just north of Roosevelt Dam is Apache Lodge, a delightful place for an overnight or longer sojourn, where rowboats and motorboats are available for boating and fishing and from which the devotee of horseback riding and hiking can set out on adventures of exploration over the many picturesque trails in the surrounding mountains. The entire region of the Trail is rich in legendary lore, doubly rich in the rugged grandeur of its scenery, and romance fills the very air.

For all its seeming remoteness, the Apache Trail is very easily reached. The Southern Pacific Lines operate through sleeping-cars between New Orleans and Globe via Bowie and between Phoenix and Los Angeles via Maricopa in order that transcontinental passengers may avail themselves of this spectacular and grippingly interesting one-day automobile detour through the colorful Arizona mountains.

The fare over the railroad branch lines and the automobile line is only $20.00. If you would know more about this trip, which cannot be described fully in the narrow limits of this article, address a request for literature and detailed information to the Southern Pacific Lines at 165 Broadway, New York; Pan-American Bank Building, New Orleans; Southern Pacific Building, Houston; Score Building, Tucson; or Southern Pacific Building, San Francisco.

DIRECTORY OF CRUISES TO BERMUDA, NASSAU, WEST INDIES, GULF COAST, CARIBBEAN LANDS, SOUTH AMERICA

TO BAHAMAS, WEST INDIES AND BEYOND

Routes	*Sailings*	*Time*	*Line*
Canadian-West Indies service from St. John (N.B.) and Halifax to Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad, Demerara.	About fortnightly	About 35 days each way	Royal Mail Steam Packet Co.
Canadian-West Indies service from Halifax (N. S.) to Bermuda, Nassau, Jamaica and British Honduras	Every three weeks	About 15 days each way	Can. Gov't. Merchant Marine
Two cruises from New York to Nassau, Cuba, Jamaica, Panama Canal, Colombia, Curacao, Venezuela, Trinidad, Barbados, Martinique, Virgin Islands, Porto Rico and Bermuda	Jan. 19 Feb. 20	29 days	Royal Mail Steam Packet Co. S. S "Orca"
Two cruises from New York to Cuba, Jamaica, Panama Canal, Colombia, Venezuela, Trinidad; Barbados, Martinique, Virgin Islands, Porto Rico, Nassau and Bermuda, calling at Havana, Kingston, Colon, Cartagena, Curacao, La Guayra, Port of Spain, Barbados, Fort de France, St. Pierre, St. Thomas, San Juan, the first cruise calling at Nassau and Bermuda, while the second omits Nassau and includes Bermuda	Jan. 22 Feb. 23	27 days	Canadian Pacific Ocean Services Steamship "Empress of Britain"
Two cruises from New York to the West Indies, the itineraries including visits at Havana, Port Au Prince (Haiti), Kingston (Jamaica), Cristobal (Canal Zone), Cartagena (Colombia), La Guayra (Venezuela), Port of Spain (Trinidad), Bridgetown (Barbados), Fort de France (Martinique), Charlotte Amalie (Virgin Islands), San Juan (Porto Rico) and Nassau	Jan. 23 Feb. 26	29 days	White Star Line Steamship "Megantic"
Boston, Cuba, Costa Rica, Canal Zone Cruises calling at Havana, Port Limon (Costa Rica) Cristobal (Canal Zone)	Weekly	23 days	United Fruit Company's Fleet
New York, Cuba, Jamaica, Canal Zone, Costa Rica Cruises calling at Havana, Port Antonio and Kingston (Jamaica), Cristobal (Canal Zone), Port Limon (Costa Rica)	Weekly	23 days	United Fruit Company's Fleet
New York, Jamaica, Canal Zone and Colombia Cruises calling at Kingston (Jamaica), Cristobal (Canal Zone), Cartagena, Puerto Colombia, and Santa Marta (Colombia)	Weekly	22 days	United Fruit Company's Fleet
New York, Cuba, Jamaica, British Honduras, Guatemala, Honduras Cruises calling at Santiago (Cuba), Kingston (Jamaica) Belize (British Honduras), Puerto Barrios (Guatemala), Puerto Cortez (Honduras), Tela (Honduras), Puerto Castilla (Honduras), Puerto Barrios (Guatemala)	Fortnightly	25 days	United Fruit Company's Fleet
New Orleans, British Honduras, Guatemala Cruises calling at Belize (British Honduras) and Puerto Barrios (Guatemala)	Weekly	11 days	United Fruit Company's Fleet
New Orleans, Cuba, Canal Zone, Costa Rica, Panama Cruises calling at Havana, Cristobal (Canal Zone), Port Limon (Costa Rica), Bocas del Toro (Panama)	Weekly	17 days	United Fruit Company's Fleet
New Orleans, Cuba, Canal Zone, Honduras Cruises calling at Havana, Cristobal (Canal Zone), Tela (Honduras)	Weekly	16 days	United Fruit Company's Fleet
Direct service between New York and Nassau during the winter season weekly. New York-Cuba service fortnightly, Cuban ports being Nuevitas and Antilla	Weekly to Nassau, Fortnightly to Cuba	3 days to Nassau, 4 days to Antilla	Munson Line
New York to Cuba and Mexico. New York to Havana Express Service and New York-Havana and Mexico Service	Weekly	4 days to Havana, 8 days to Vera Cruz	Ward Line Steamships
New York and New Orleans direct, there connecting with the Sunset Route of Southern Pacific Railway System to the Pacific Coast	Weekly	5½ days	Southern Pacific Steamship Lines
New York, Key West and Galveston, sailing direct to Key West thence to Galveston	Weekly	7 days	Mallory Line
New York and San Domingo, calling at Monte Cristi, Puerto Plata, Samana, Sanchez, La Romana, Macoris, San Domingo City, Barahona and Azua, via Turks Island	Fortnightly	19 days	Clyde-San Domingo Line
West Indies Tours between New York, St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia and Barbados.	Fortnightly	20 days	Quebec Steamship Company
New York and Lesser Antilles direct to St. Georges (Grenada), Port of Spain (Trinidad), Georgetown (Demerara) returning by same route	Fortnightly	30 days	Trinidad Line
New York and Porto Rico, Direct to San Juan and other ports including sail around the island and shore excursion	Weekly	16-day cruises	New York and Porto Rico Steamship Co.
New Orleans and Havana Direct	Weekly	48 hours	Southern Pacific Steamship Line
Key West and Havana, direct steamer connections between the southern terminus of the Florida East Coast Railway and Steamship lines calling at Key West and Havana	5 sailings a week	7 hours	Peninsular and Occidental Steamship Co.
Port Tampa, Key West and Havana	Bi-weekly	27 hours	Peninsular and Occidental S.S. Co
New Orleans and Miami	Every 10 days	3 days	Gulf & So. S. S. Co
Miami and Nassau direct service from Dec. 31, 1923, to April 9, 1924	Thrice weekly	17 hours	Peninsular & Occidental S. S. Co

TO BERMUDA

Routes	*Sailings*	*Time*	*Line*
Leaving New York Wednesdays and Saturdays during the winter season for Hamilton, Bermuda, returning, leaving Tuesdays and Saturdays	Semi-weekly	48 hours	Furness Bermuda Line
Leaving New York every Saturday during the winter season for Hamilton, Bermuda, returning leaving Tuesdays	Weekly	48 hours	Royal Mail Steam Packet Company

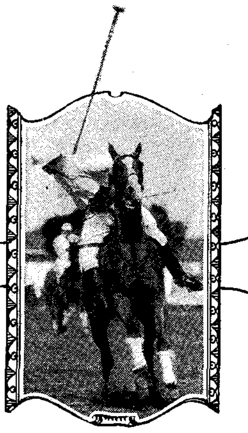
(*This table continued on following page*)

A Mid-winter Day

New Days For Old—

You'll like the newness of things that touches the oldness of things in this historic city by the shores of the blue Pacific. You'll enjoy the new climate which makes possible year 'round outdoor pleasures—golf, tennis, swimming, yachting, hunting, fishing, motoring. You'll enjoy living among 125,000 friendly residents whose interests are as big and fine as the country itself, and whose cordiality will welcome you to

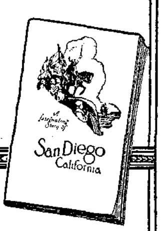
San Diego
California



Come Direct to San Diego

over the new San Diego and Arizona Railway, operated in connection with the Southern Pacific, Rock Island and the E. P. & S. W. GOLDEN STATE ROUTE, or by way of the Southern Pacific SUNSET ROUTE, via New Orleans, in connection with the San Diego and Arizona Railway, and enjoy a daylight ride through magnificent Carriso Gorge and Old Mexico.

This booklet tells a wonderful story about San Diego, California. Sign the coupon and get it free by return mail.



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CITY__________ STATE__________

DIRECTORY OF CRUISES *(Continued from preceding page)*

SOUTH AMERICA

Between New York and East Coast ports including Rio de Janeiro, Montevideo and Buenos Aires calling also at Santos northbound only	Fortnightly	17 days to Buenos Aires	Munson S.S. Lines
From New York to Rio de Janeiro Montevideo and Buenos Aires calling at Barbados en route	About fortnightly	21 days to Buenos Aires	Lamport and Holt Lines
Between New York and West Coast Ports via Panama Canal including Callao, Mollendo, Arica, Iquique, Antofagasta, Coquimbo and Valparaiso	Fortnightly	20 days to Valparaiso	Grace Line
From New York to West Coast Ports via Panama Canal including Callao, Mollendo, Arica, Iquique, Antofagasta and Valparaiso	Monthly	20 days	Pacific Steam Navigation Co.
Between New York, West Coast Ports and Valparaiso via Panama Canal	About monthly	17 days	South American Steamship Co.

ATLANTIC SEABOARD ROUTES

Boston and Baltimore	Semi-weekly	2½ days	Merchants & Min- Transportation Co.
Boston & Norfolk	Semi-weekly	1½ days.	M. & M. T. Co.
Baltimore and Norfolk	Semi-weekly	Overnight	M. & M. T. Co.
Baltimore, Savannah, Jacksonville	Semi-weekly	3½ days	M. & M. T. Co.
Baltimore, Charleston, Miami	Fortnightly	3 days to Charleston, 5 days to Miami	Baltimore & Carolina S. S. Co.
Philadelphia, Savannah, Jacksonville	Semi-weekly	3½ days	M. & M. T. Co.
Savannah and Jacksonville	4 times a week	Overnight	M. & M. T. Co.
New York and Norfolk	4 times a week		Old Dom. S. S Co.
New York Charleston and Jacksonville	Thrice weekly	2 days to Charleston, 3 days to Jacksonville	Clyde S. S. Co.
Boston and Savannah	Semi-weekly	4 days	Savannah Line
New York and Savannah	Thrice weekly	3 days	Savannah Line
Baltimore and West Point (rail connection with Richmond)	Overnight	Daily, except Sunday	Chesapeake S. S. Co.
Baltimore and Norfolk	Overnight	Daily	Chesapeake S. S. Co.
Baltimore, Norfolk and Portsmouth	Overnight	Daily	Baltimore Steam Packet Co.
Washington and Norfolk	Overnight	Daily	Norfolk & Wash. Steamboat Co.

NEW YORK—CALIFORNIA VIA PANAMA CANAL

Leaving New York Thursday, Dec. 6th, and fortnightly thereafter, calling at Havana the fourth day, passing through Panama Canal on the seventh day, arriving for a stop of from 24 to 36 hours at Los Angeles Harbor on the fifteenth day, and reaching San Francisco on the eighteenth day. Eastbound similar schedule is maintained, leaving San Francisco Saturday following arrival	Fortnightly	18 days each way	Panama Pac. Line of the International Mercantile Marine Steamships, "Kroonland" "Finland" and "Manchuria"
Westbound calling at Norfolk, Va., Cristobal and Balboa (C. Z.), Corinto (Nicaragua), La Libertad (Salvador), San Jose de Guatemala (Guatemala), Manzanillo (Mexico), and Los Angeles Harbor. Eastbound, the same ports are included and calls are also made at Acajutla (Salvador), Havana (Cuba), and Baltimore (Md.)	About every 23 days	Eastbound about 30 days Westbound about 25 days	Pacific Mail S. S. Co. S. S. "Venezuela," "Colombia" and "Ecuador"

Continued from page 44

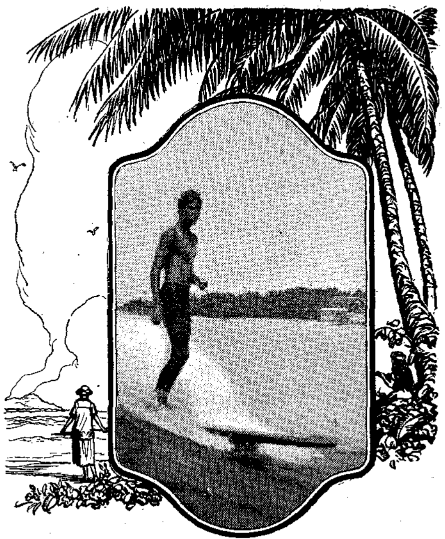
any other city ever came into being, but more particularly because her development has not been of the traditional mushroom type. Miami is building for permanence and with good taste. She is rising in steel, stone and concrete; she is creating landscaped parks as she reaches out; she is laying smooth well-curbed streets and broad concrete boulevards. Her attractions are varied, her environment and climate, with 70.8 degrees the winter average, delightful. Hence she is said to have received from the last season's tourists a total income of twenty-five million dollars. These visitors filled her seventy-five hotels and two hundred apartments, and not a few remained to add to her attractive homes, ranging from $5,000 bungalows, to $500,000 villas. This season, says *The Miamian*, new accommodations are ready for 12,000 additional guests. Miami entertains with her Roman Pools and surf-bathing, daily band concerts in the Cocoanut Grove of Royal Palm Park, six golf courses, motoring, polo and deep-sea fishing. In her commodious harbor are seen large fleets of motor boats, stately yachts and comfortable house-boats, coming southward through the Inside Route. Miami herself is set among tropical surroundings and the charm of palms and brilliant flora await those who motor down the Dixie Highway along the coast from Jacksonville or Palm Beach, or southward over the Ingraham Highway to the Palm State Park. Miami's Flower Pageant is a New Year's Day feature followed by the midwinter Regatta, the National Aeronautic Meet, and a succession of other public events. The season at Miami is from November to May.

Besides these two notable gathering places there are many other East Coast attractions, including St. Augustine with its ancient relics and modern hotels; Ormond and Daytona with their superb beaches, and scores of other pleasing towns facing on ocean or lagoon. Where the peninsular ends and the Keys begin are favorite resorts of veteran fishermen, such as Jewfish, Long Key, etc. Through car service to East Coast points from Boston, New York and cities of the Middle West is provided by the Florida East Coast System in cooperation with its northern connections at Jacksonville. This winter a new solid train will be operated from Chicago to Miami via the Illinois Central System and connections. During the present winter passenger steamship lines are being operated between Baltimore, Charleston and Miami and between New Orleans and Miami, while Miami is joined with Nassau by winter steamers.

The Gulf Coast of Florida is indented by deep bays, and on their shores are some of Florida's most attractive resorts and home sites. Pensacola, an important rail and shipping center with its Vichy springs, public camp, excellent hotels and the Seminole Country Club, offers numerous attractions to motorists, golfers and salt or fresh water fishermen.

Tarpon Springs on the Anclote River and bayou, a short distance from the Gulf, is in favor with experienced fishermen and hunters. South of Tarpon Springs begins the Pinellas Peninsular, with charming clear water, and Belleair.

Tampa Bay, one of Florida's largest and most picturesque Gulf indentations lies just to the southward. On its waters are located famous West Coast resorts and home cities. Tampa, old-established yet growing rapidly, has a magnificent water-front, its climate is delightful and the selection of recreation is varied. There are three famous eighteen-hole golf courses. Passenger steamers and



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Ocean liners sail on weekly schedules direct from the Pacific Coast: San Francisco, Los Angeles, Seattle and Vancouver, B. C. Ample first-class hotel accommodations and inter-island cruising facilities.

Golf, tennis, swimming, surfing, motoring, deep-sea fishing and mountain climbing are as delightful in the so-called winter months as in May and June.

Romantically of the South Seas, Hawaii is a territory of the United States, with the same laws, customs, conveniences.

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Each year men and women from all over the United States renew their health and vitality in Tucson. Hundreds find, in the Sunshine-Climate, relief from pulmonary troubles, asthma, "nerves," and physical depletion. The booklet "Man-Building in the Sunshine-Climate" tells the story of life in Tucson and how many have found health here. Send the coupon.

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GLIMPSES OF WINTER PLAY-GROUNDS—*Continued*

fishing-boats depart from this city for Tampa Bay points of interest and famous fishing-waters. In February Tampa holds her Gasparilla Carnival, one of the most unique celebrations enlivening the Florida season. Excellent motor roads lead out to the region of roses, orange groves, palms, live-oaks and feathery pines. Palatial hotels accommodate the throngs of winter visitors. Passenger steamers ply between this port, Key West and Havana.

On the tip of the Pinellas Peninsular, with the Gulf on one side and the Bay on the other, is the "Sunshine City," St. Petersburg, a large part of its population including Northern families, who have already and are still rapidly establishing tasteful homes, either for seasonal or permanent occupancy. Essentially a home city with associations comprising former residents of many States, St. Petersburg enjoys a delightful social life. Fishing, yachting and motoring are favorite amusements, with two eighteen-hole courses for golfers. No Gulf Coast city has more superb bathing-beaches.

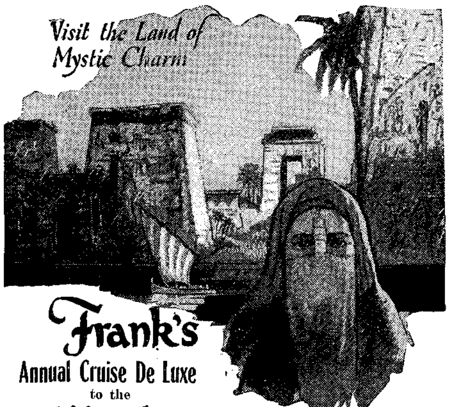
On the banks of the Manatee River a short distance from its mouth is Bradentown, with its golf course in a seventy-acre park, charming motor drives and numerous hotels. Southward on the broad bay of the same name, midway between Tampa Bay and Charlotte Harbor, is Sarasota with a notable golf course, water sports and attractive surroundings. One of Florida's fertile and diversified fruit belts has its main outlet at this city.

The waters of this part of the coast provide some of the most famous fishing-grounds of the State. From Pass-a-Grille to Charlotte Harbor, Boca Grande and Captiva Pass expeditions seek the gamey tarpon in season (March to November) while channel bass, trout, Spanish mackeral, and king-fish abound. A through train from New York and Washington to Tampa, St. Petersburg, Bradentown, Sarasota, Venice and other West Coast resorts has just been placed in service by the Seaboard Air Line. In the interior of the State on the shores of lakes and rivers surrounded by palms and magnolias draped with Spanish moss are scores of other delightful wintering places. The St. Johns river chain, including Palatka, the "Gem City" and Sanford at the head of navigation offer strong inducements to the visitor or home-seeker. Southward is Orlando, a well-built city in the high pine lake region. Here, too, is appropriately named Lake Charm. Westward are Waldo on the shores of Santa Fé Lake, Gainesville, home of the University of Florida, Ocala, noted for its stately trees with near-by Silver Springs the terminus of the famous Ocklawaha river trip from Palatka. In the center of Florida is idyllic Lakeland with other attractive waterside cities and towns, including highland Bartow almost completely surrounded by lakes. Gulf Coast and interior regions of Florida are reached by the Atlantic Coast Line, Seaboard Air Line and Louisville and Nashville systems, and their connections.

GULF COAST ATTRACTIONS

There are few localities in semi-tropical America with more delightful surroundings for a winter vacation than those bordering the Gulf Coast of Alabama, Mississippi, Louisiana and Texas. Along this sweep of shore are innumerable bayous, rivers, lagoons and sandy beaches sheltered by a series of outlying islands and sand spits. Gulf and fresh waters abound with fish and it is a yachtsman's paradise. Ashore are forests of pine and live-oaks, draped with Spanish moss, miles of smooth shell roads, and plantations overlooked by stately Southern mansions. From November to May the climate is ideal.

The Gulf littoral between Pensacola



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By Magnificent New
Cunard S. S. "SCYTHIA"
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Sailing Jan. 30, 1924, 67 days, *repeating the complete success of the 1923 similar Cruise, same steamer, visiting*

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Madeira, Spain, Gibraltar, Algiers, Tunis, Constantinople, Greece, Italy, Sicily, Riviera, Monte Carlo, France, England

The "Scythia" is a veritable floating palace, with spacious decks, lounges, veranda cafes, 2 elevators, gymnasium, commodious staterooms with running water and large wardrobes; bedrooms and suites with private baths. Famous Cunard cuisine and service. (Only one sitting for meals.)

Stop-over privilege in Europe without extra cost, returning via S.S. "Aquitania," "Mauretania," "Berengaria," or any Cunard Line Steamer.

Rates, deck plans, itinerary and full information on request. Early reservation advisable.

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Clark's Round the World and Mediterranean Cruises
Jan. 15th and Feb. 2nd, 1924; 122 days $1000 up; 65 days $600 up. Shore excursions included.
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YOU CAN have a business-profession of your own and earn big income in service fees. A New system of foot correction; readily learned by anyone at home in a few weeks. Easy terms for training. Openings everywhere with all the trade you can attend to. No capital required or goods to buy, no agency or soliciting.
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and New Orleans is a particularly salubrious winter playground. At its eastern end is Mobile Bay, at its western extremity Lake Pontchartrain with Mississippi Sound in between. This entire coast is lined with attractive water-side, cities and towns.

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Of all cities of the far South, New Orleans is richest in romance and color. Here is a vivid commingling of the ancient and modern. The old New Orleans, the "Vieux Carre," pictured so delightfully by Cable (and no visitor should fail to read his books before coming hither), is still a fascinating corner of the old world, intriguing every visitor with its quaint and unusual charm. The modern city "Across Canal" with its lofty hotels and office buildings, its handsome shops and theaters typifies all that is admirable in present-day American civic enterprise. Wander about the historic French Quarter, visit the house of Sieur George, the Haunted House, onetime residence of Lafayette, Marshal Ney and Louis Phillippe, enter the Cathedral of St. Louis, partake of delectable dishes in quaint restaurants; then view the new New Orleans and you pass through several centuries of time within less than an hour.

West of the Mississippi Delta, facing the curving border of the Gulf as far as Brownsville on the Mexican border, there are other cities and towns with winter attractions. Notable among these is the commercial port of Galveston, with its famous sea-wall and deep-water harbor, accommodating ships from many seas; Corpus Christi, "The Naples of the Gulf," and scores of other coast attractions.

Gulf Coast points between Pensacola and New Orleans are accessible by the Louisville and Nashville System, or the Southern Railway. New Orleans is one of the South's important rail centers, being a terminus for divisions of the Southern Railway, the Louisville and Nashville System, the Illinois Central System, the Gulf Coast Lines, and the eastern terminus of the Texas and Pacific Railway and the Southern Pacific Systems Sunset Route through the Southwest to California. Its steamship service includes the direct line of the Southern Pacific between New York and New Orleans and between Havana and New Orleans as well as various divisions of the United Fruit Company's fleet. Galveston is another rail and water center, with the Southern Pacific, Missouri, Kansas, Texas and Santa Fe Systems, International-Great Northern and Gulf Coast Lines, this city being also the southern terminus of the Mallory Lines, with sailings to and from New York via Key West. Corpus Christi is a gateway to the Gulf from San Antonio via the San Antonio, Uvalde and Gulf Railway, from Waco, Houston and San Antonio by the San Antonio and Aransas Pass Railway and from New Orleans and Houston by the Gulf Coast Lines, which extend through to Brownsville, at the Mexican Border.

MAIN TRANSCONTINENTAL ROUTES

In the following synopsis will be found a brief outline of the main transcontinental routes beginning with the most northern and continuing southward. Experienced tourists plan itineraries going by one route and returning by another. Each approach to the Pacific Coast has its attractive points such as the notable cities

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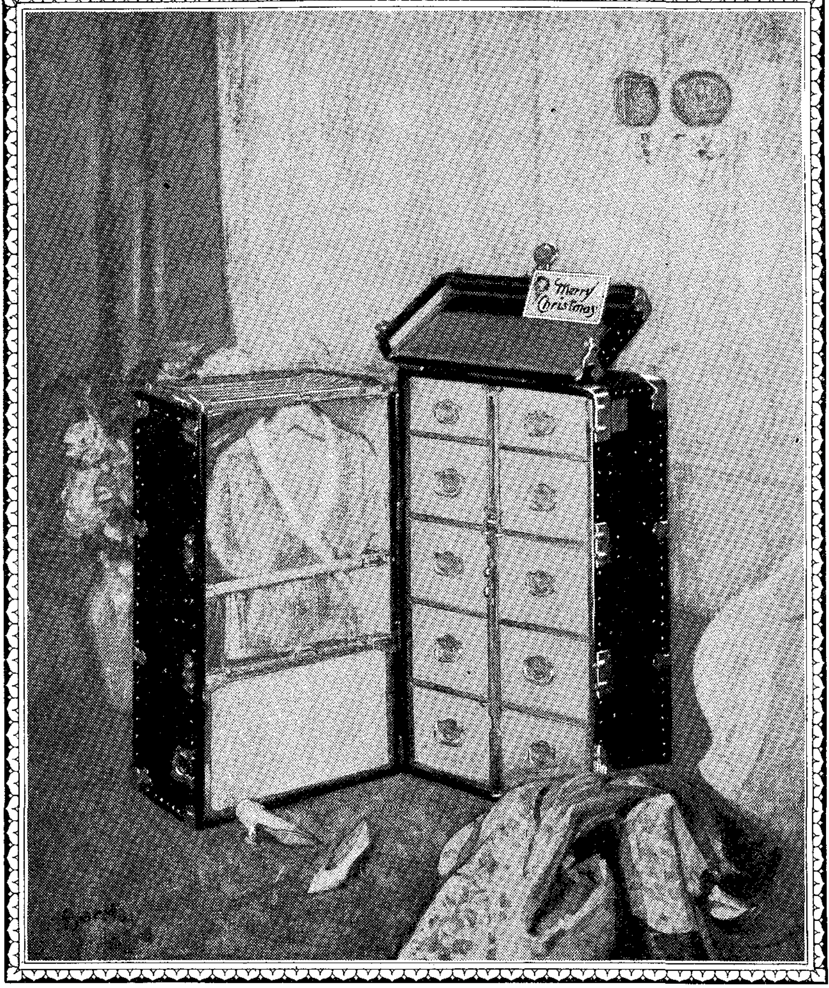

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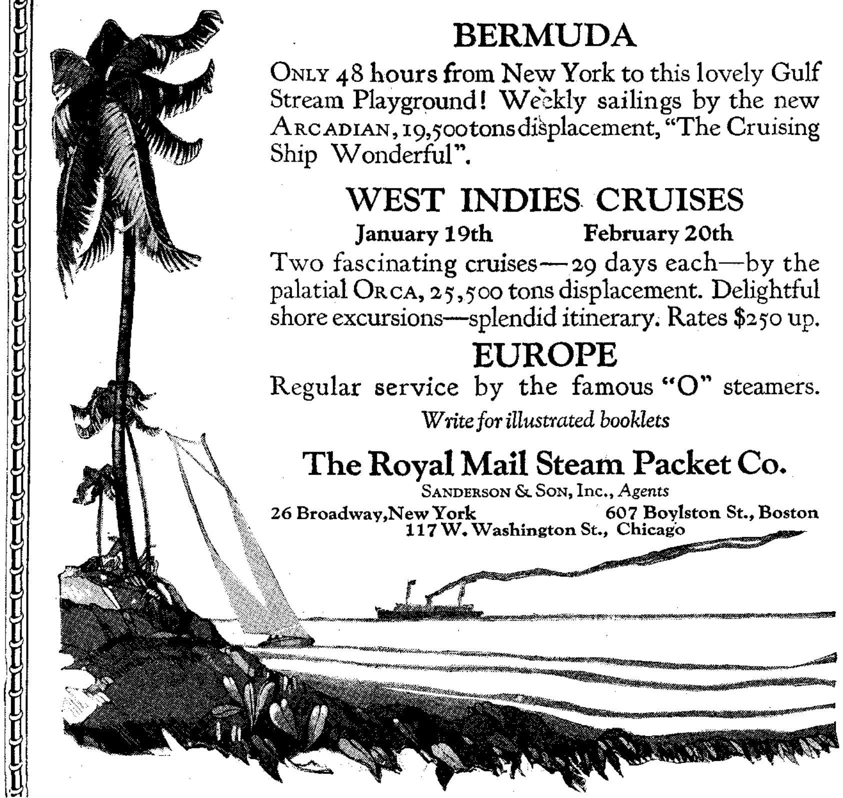

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GLIMPSES OF WINTER PLAY-GROUNDS—*Continued*

of the Pacific Northwest, Vancouver, Seattle, Tacoma and Portland; the central routes through the Rockies and Sierras and the southern highways penetrating the wonders of the Southwest.

Chicago is an important clearing-house for transcontinental travel reaching it from the east directly by the New York Central, Pennsylvania, Baltimore and Ohio, Erie, Grand Trunk, Wabash, Michigan Central, Chesapeake and Ohio and New York, Chicago and St. Louis systems, and with through car service originating on the Lackawanna and Lehigh Valley railroads.

St. Louis, the progressive commercial metropolis of the Middle West, having a total of twenty-six railways, is another important clearing-house for Transcontinental travel with the Louisville & Nashville, Baltimore & Ohio, Southern Railway, Pennsylvania, New York Central ("Big Four"), and Wabash systems reaching it from the East, and the various rail systems via Omaha, Kansas City, San Antonio and El Paso connecting it with the Pacific Coast.

The New Orleans Transcontinental gateway has been described under "Gulf Coast Attractions."

The Canadian National Route; from the Maritime Provinces the Canadian Government lines span the Continent terminating on the Pacific Coast at Prince Rupert and Vancouver. Scenic features include the northern Ontario and Great Lakes Country, Canadian Prairies and Northern Canadian Rockies.

The Canadian Pacific Railway Route, extending from Coast to Coast and passing through Ottawa River Valley, Ontario Highlands, Great Lakes Region, Alberta, heart of the Canadian Rockies, Thompson and Fraser River Valleys. Steamship services are operated by this system on both oceans.

Burlington—Great Northern—Northern Pacific Routes. The combined routes to the Pacific Coast are as follows: Chicago or St. Louis to St. Paul or Billings, by Burlington System, thence through Glacier Park, Northern Rockies and Pacific Northwest by Great Northern System. Chicago or St. Louis to St. Paul or Billings by Burlington System, thence to Yellowstone Park and Pacific Northwest by Northern Pacific System. Chicago or St. Louis to Denver, Rocky Mountain Park, Yellowstone Park and Billings by Burlington System, thence to Pacific Northwest by Great Northern System, or from Billings to Coast by Northern Pacific.

The Chicago, Milwaukee and St. Paul Route after leaving Chicago crosses the Wisconsin Lake Region, follows the picturesque Upper Mississippi Valley, traverses the prairies of Minnesota and South Dakota, follows the passes of the Saw Tooth, Bitter Root and Cascade Ranges and intervening valleys to the Pacific Northwest. Altho not directly touching National Parks, it is within short reach from Seattle and Tacoma of Rainier National Park. Six hundred and forty-nine miles of this system are under electrical operation.

Three great rail systems form the steel links in the Overland Route between Chicago and San Francisco. The Chicago and Northwestern between Chicago and Omaha, the Union Pacific between Omaha and Ogden, and the Ogden Route of the Southern Pacific between this city and San Francisco, with connections over the Southern Pacific for Southern California or the Pacific Northwest. For many miles it follows the pioneer route of the covered wagons in the gold-seekers' rush of '49. The scenery includes the fertile farming lands of Illinois and Iowa, the prairies of Nebraska, the mountain scenery of Wyoming, a thirty-mile trestle across Great Salt Lake on the Lucin Cut-off, the grandeur of the Sierras and the lower Sacramento River Valley. Two alternative routes are available at Ogden, the Oregon Short Line of the Union Pacific System to the Pacific Northwest and the Union Pacific Route from Ogden via Salt Lake to Los Angeles. Tourists from Kansas City may join the Overland Route at Cheyenne via the Union Pacific System via Denver.

The Rio Grande-Feather River Canyon Route comprising two connecting systems, the Denver & Rio Grande Western between Denver and Salt Lake, and the Western Pacific between Salt Lake and San Francisco combine to form a route of many scenic attractions, which include Colorado Springs, Pike's Peak Region, Royal Gorge of the Arkansas River, continental divide of the Colorado Rockies, 10,240 feet, Salt Lake, Beckwith Pass and the Feather River Canyon of the Sierras, and fruitful valleys of Central California. Through car service over this route is operated from Chicago to California via Denver by the Burlington System and between St. Louis and California via Denver by the Missouri Pacific System. A Southern loop extends from Pueblo to Santa Fé and Mancos joining the main route at Grand Junction, Colorado.

The Santa Fé Grand Canyon Route extends entirely over its own rails between Chicago, Los Angeles, San Diego and San Francisco, westward intersecting the agricultural regions of Illinois, Missouri and Kansas, crossing the Mississippi River at Fort Madison, the Missouri at Kansas City, following the Santa Fé trail of the early pioneers, crossing the tableland of Colorado, New Mexico and Arizona with access to the Petrified Forest, Painted Desert, Grand Canyon, entering Southern California, one arm extending directly to Los Angeles and San Diego, the other following the San Joaquin Valley to San Francisco, with approaches to Sequoia, General Grant and Yosemite National Parks. Diverging lines lead from La Junta to Colorado Springs—Pike's Peak Region and Denver, and on the south from Albuquerque to El Paso, while through car service is operated from New Orleans to the Pacific Coast by the Southern divisions in connection with the Gulf Coast Lines. Service from Galveston to the coast is via Houston.

The main artery of the Rock Island route to California follows a southwestward course from Chicago, with feeders of the same system from St. Louis to Kansas City and from Memphis to Tucumcari. Between Santa Rosa and Tucson via El Paso this route is over the El Paso & Southwestern System and from Tucson to Yuma, Arizona and into California it continues over the Southern Pacific System. Many wonders of the Southwest are on or near this steel highway. At Yuma choice is had between two routes: One is via the scenic Carriso Gorge direct to San Diego; the other route extends directly to Los Angeles and northward to San Francisco. The Rock Island System also affords through train service over its own lines between Chicago and Colorado Springs—Pike's Peak Region and Denver.

Southernmost of the Transcontinental Systems is the Sunset Route of the Southern Pacific System leading from New Orleans (direct steamship connection with New York) through semi-tropical America and the Southwest through Houston (connection with Galveston), San Antonio, El Paso, Apache Trail and Roosevelt Dam, Tucson, Yuma (with optional route through the Carriso Gorge to San Diego) to Los Angeles, thence by Scenic Coast Line or San Joaquin Valley route (with access to Sequoia, General Grant and Yosemite National Parks) to San Francisco. At San Francisco there is connection with the Shasta Route to the Pacific Northwest.

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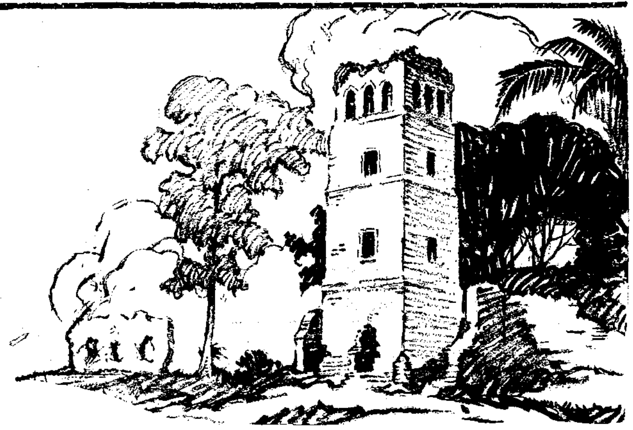

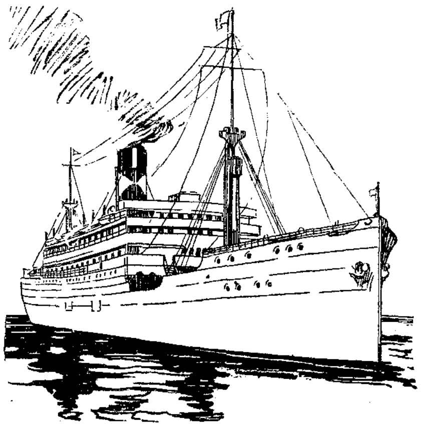

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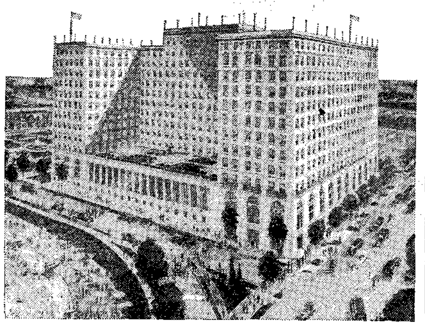

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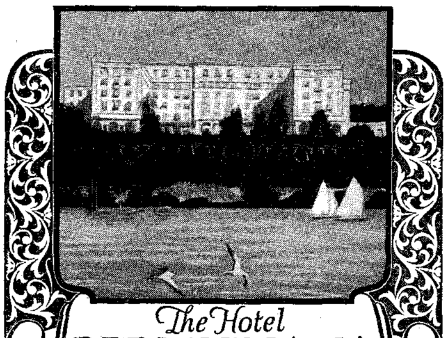

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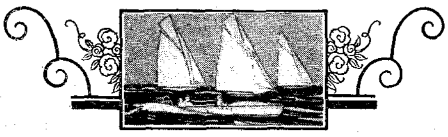

GLIMPSES OF WINTER PLAYGROUNDS—*Continued*

richer in archeological interest. Indeed as Agnes C. Laut exclaims in her book "Through Our Unknown Southwest"—"There is not another section in the whole world where you can wander for days amid the houses and dead cities of the Stone Age." Four civilizations have dwelt on these mesas in these canyons and mountains. We pause in wonder before the handwork of that race, older than the Pharaohs, whose past remains sealed in prehistoric time. After their mysterious disappearance, came that other people, whom the white discoverers found. Here, we may still see living in its picturesque surroundings, maintaining its ancient customs and rites, various Indian tribes—the Pueblos, Navajos, Apaches, Papagoes and others. Over all this country clings the romance of the sixteenth century, of conquistadores establishing a new Spain. Their towns and missions still bear witness to this chapter of American history, and here too are the scenes of our own American history, of our bravest pioneers—the immortal Alamo at San Antonio, the battlegrounds of Kearney, the home of the famous scout, Kit Carson.

Nature has assembled in this region an unparalleled variety of wonders. Here she has carved her greatest masterpiece, the Grand Can on. Here she has painted the desert with a fantasy of color, solidified forests into solid rock, clothed the plains with strange flora, carved natural bridges and hewn caverns.

Months might be spent in viewing the extraordinary creations of man and nature, and volumes written upon these various sights. The northern regions containing several National Forests, from eight to thirteen thousand feet in elevation, are inaccessible for the winter tourist. The central areas are accessible the year round, while in the southern winter visitors will find oranges, figs and olives thriving. Sunshine and absence of humidity contribute to make a healthful climate.

Five transcontinental rail systems penetrate the territory, the Denver & Rio Grande Western, the Santa Fé System, Rock Island Route, Southern Pacific System and a division of Union Pacific lines.

Within this brief survey we can do little more than catalog some of the more important points of interest.

Santa Fé is described by one writer as "the most picturesque and antique spot in America." Under the cottonwoods of its Plaza stands the palace of governors, parts of the building being the creation of a prehistoric race. Here for centuries has been the seat of administration under Spanish and now under American rule. In almost every direction within a seventy-mile square surrounding Santa Fé sight-seeing trips radiate, including Canyon El Rito de les Frijoles (Bandelier National Monument) with its ceremonial caverns, excavated ruins and community house of a hundred rooms; Tshirege with its thousand-room prehistoric abode; Alcadoe, an ancient Spanish town; Puye with extensive ruins, caves and shrines; Bishop's Lodge, a unique hostlery in the Sangre de Cristo mountains, etc. Of all natural attractions of New Mexico few excel the Taos Valley with its mission Ranchos de Taos built in 1778, Fernandez de Taos home of Kit Carson, the Indian pubelo of St. Geronoma de Taos with 400 inhabitants and a delightful artists' colony.

Albuquerque with its altitude of about 5,000 feet and a dry mild winter climate is a favorite city for health-seekers and point of departure for some trips of rare interest. Thirty-three horseback and motor tours are operated from Albuquerque by two enterprising women. Southwest of Albuquerque is Acoma, "The Sky City," built upon a mesa 400 feet above surrounding

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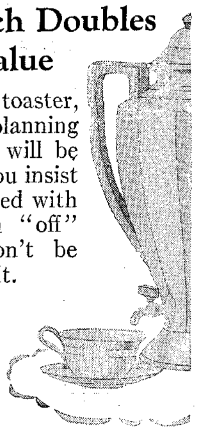

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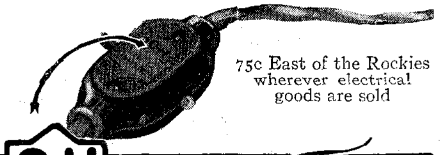

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Westward of Santa Fé are the Chaco Canyon National Monument with many cliff-dwellings; Canyon de Chelly with its great pinnacle El Capitan; the Painted Desert and five Petrified Forests; Walnut Canyon with rows of cliff dwellings and the Grand Canyon National Park. No picture by pen or brush has yet given an adequate idea of this, nature's most amazing spectacle. From all view-points it is overwhelming, whether we look down more than a mile of perpendicular distance into its mysterious depths, across its dozen miles of width, laterally along its multi-colored walls, or upward from the base to the distant blue sky above its rim.

The main approach for winter visitors is by through cars over the Santa Fé system from Williams on the main line to Grand Canyon station where stands the famous hotel El Tovar. Wonders of this chasm may be viewed on saddle, by motor or on foot. There are the Hermit and Bright Angel Trails between crest and base. Motor roads border the edge west to Hermit's Rest, fifteen miles round trip, and east sixty-four miles round trip to Navajo Point.

Southward of Grand Canyon, somewhat off the beaten path, in the Verde Valley, is Montezuma Castle National Monument containing perfectly preserved prehistoric dwellings. The gateway is by motor from Clarkdale on a division of the Sante Fé. On the same line southward is the approach to Castle Hot Springs, a delightful resort in the foothills of the Bradshaw Mountains.

Almost directly south of Grand Canyon, is Phœnix, a city which like Santa Fé is of interest in itself, and a base for numerous attractive excursions. Within a radius of about seventy-five miles may be visited from here the Papago Saguaro National Monument, which preserves under government control two thousand acres of every form of desert flora; the Casa Grande National Monument about eighteen miles south of the Casa Grande station on the Southern Pacific system containing the oldest prehistoric ruins of the Southwest, dating to the eighth century, A. D. A picturesque motor road through canyons and along precipices leads from Phœnix. to the Roosevelt Dam and Apache Trail. Transcontinental travelers by the Southern Pacific's Sunset Route may include a trip by motor over the Apache Trail by taking through car diverging at Bowie for Globe, here boarding a motor car for the 120-mile ride over the Trail and on to Phœnix Prehistoric races, Indians, Spaniards and American pioneers have trodden this historic pathway down through the centuries of time and now a government road along dizzy heights makes its cliff-dwellings, its colorful rocks and its immense irrigation dam and lake available to the tourist of to-day.

In southern Arizona is another center of varied interest, Tucson "the Sunshine City" and its environs. The visitor may ramble through the old Spanish section now tenanted by Oriental merchants, with its plazas and courtyards embowered with oleanders and roses. In the modern Tucson are palm-bordered streets lined with homes in which the Spanish-Moorish architecture predominates. With clear skies and exceptionally dry air the climate is healthful and delightful. Golf, tennis, horse-back riding are favorite forms of recreation. Tucson is in much favor as a winter resort. There are numerous attractions near by. At the Papago Indian Reservation may be purchased the finest Indian baskets made in America. The historic mission of San Xavier del Bac reached by motor from

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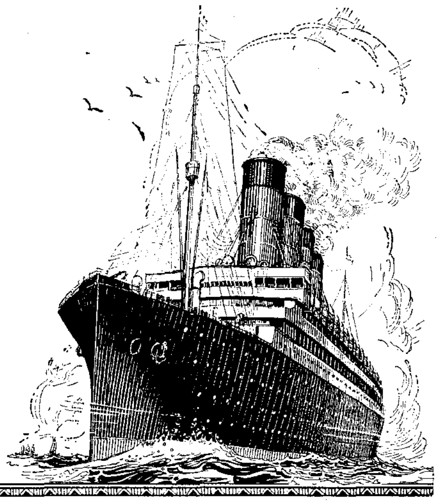

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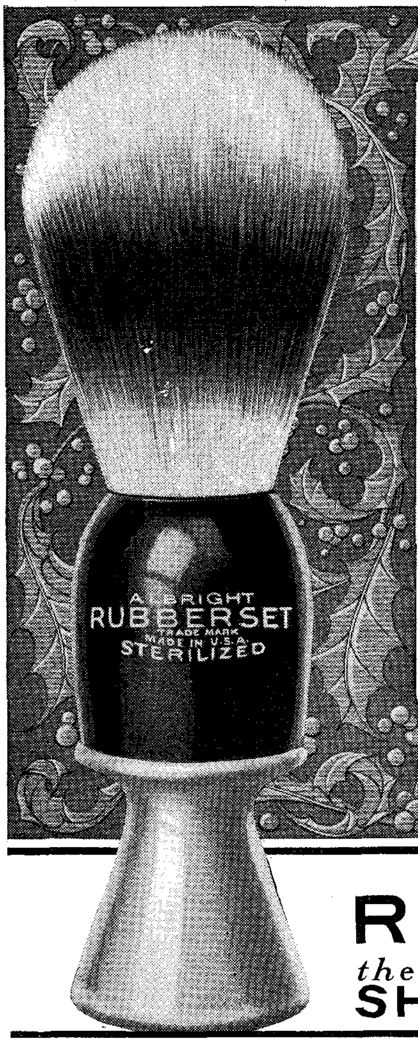

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GLIMPSES OF WINTER PLAY-GROUNDS—*Continued*

Tucson is one of the oldest, best preserved, and most interesting of all the early Spanish edifices, a perfect example of Moorish design. The Carnegie Desert Botanical Laboratory and the State University are also among Tucson's many points of interest. Another venerable mission is protected by the Tumacacori National Monument to the southward. On Easter Sunday there is celebrated at Tucson the Indian Oberammergau, a colorful presentation by Papago Indians. Tucson is on the transcontinental routes of the Southern Pacific and Rock Island systems. On the same rail highways is El Paso, the border city with its gateway to the Mexican railways.

In far southeastern New Mexico has been recently discovered and included as a National Monument the Carlsbad Cave, one of the largest and most beautiful caverns in the whole world, containing formations in prismatic colors unapproached elsewhere. It is approached from Carlsbad, New Mexico, on the Santa Fé System.

About six hundred miles west of New Orleans on the Southern Pacific's Sunset Route to California is the city of San Antonio, termed by Agnes C. Laut in her book above referred to as "The Cairo of America—the meeting-place of the old and new, of Latin and Saxon, of East and West, of North and South. . . . There are the open Spanish plazas, riotous with bloom, flanked by Spanish-Moorish ruins, flush on the pavements, with skyscraper hotels that are the last word in modernity. Live-oaks heavy with Spanish moss hang over sleepy streams that come from everywhere and meander nowhere."

There are Franciscan missions here and the immortal Alamo where Travis and his little band of brave Texans were annihilated by the hosts of Santa Ana. The flags of six governments have floated over San Antonio.

GOLDEN STATE DELIGHTS

There is magic in the very name California; it conjures visions of nature's bounty to mankind, it discloses pictures of fruitful valleys of rose-embowered bungalows where youth is renewed, of broad beaches washed by limitless blue waters, of balmy sunshine, vast panoramas of snow-capped mountains, century-old mission buildings, tasteful modern cities. What better designation, whether from sun's rays, orange groves, or rock vein, than that of the Golden State!

The first trip to California is a revelation undiscounted of vivid expectations. Subsequent trips fail to satiate. To live in California the remainder of a lifetime, as many visitors do, is to drink of her fullest cup.

Six rail gateways, the ocean highway traversing the Panama Canal and several transcontinental motor routes bring thousands of winter visitors to her playgrounds. Each approach has its individual attraction: From Portland the Southern Pacific system brings the traveler over the Siskiyous, passing for miles within view of majestic Mt. Shasta and threading the Sacramento Valley. From Salt Lake the Western Pacific penetrates the High Sierras and the Feather River Canyon, winding down the Sacramento Valley to San Francisco Bay. Forty miles southward, the Southern Pacific's Ogden Route conquers the Sierras, follows the trail of the Gold Seekers through the American River Canyon to the same destination.

Crossing Spanish America, the Santa Fé's Grand Canyon route enters the Golden State via the Mojave Desert, passes through the fruit belt and Cajon Pass to Los Angeles, while another arm reaches northward from Barstow through the San Joaquin Valley to San Francisco.

Paralleling this rail-highway into the State is the Union Pacific system's division between Ogden and Los Angeles. From New Orleans through the Southwest, the Sunset Route of the Southern Pacific brings its patrons to California up through the Imperial Valley along the southern slopes of the Chocolate Mountains, over San Gorgonio Pass and through orange and olive groves to Los Angeles, with an optional route from Yuma, Arizona, through the wild grandeur of the Carriso Gorge to San Diego. From Southern California two routes extend northward to San Francisco, the coast line near the ocean and the San Joaquin Valley Line through Central California. Over this route via and west of Tucson the Rock Island system reaches its California Gateway. To Los Angeles Harbor and San Francisco come the passenger steamships of the Panama Pacific Line, of the International Mercantile Marine and the Pacific Mail Steamship Company. Winter motor traffic from the East enters California chiefly over the two routes, the National Old Trails and the Sante Fé Trail, both crossing the California border at Needles. No matter how or where the tourist arrives in California a realm of diversified interest awaits him.

Few American cities, for instance, have greater fascination than cosmopolitan San Francisco, its terraced heights overlooking a mountain-walled harbor within the Golden Gate. A climb to Telegraph Hill, Nob Hill or Sutro Heights discloses panoramic views of mountain, sea and city. A stroll among the bazaars of Chinatown or the Latin Quarter is an experience in old-world atmosphere. A drive over the boulevards of Golden Gate Park shows one of the best achievements of landscape gardening. Along the water-front are assembled ships from every sea. In the business sections San Francisco's shops, theaters, restaurants and hotels are famous.

Trips radiate in various directions to points of interest, among these being the ride up Mt. Tamalpais and to the Muir Woods on a remarkable scenic railway; a visit to Berkeley and the University of California with its new million-dollar stadium seating 72,600 spectators; a motor ride to San José, "the garden city" of the Santa Clara Valley, thence to Lick Observatory on Mt. Hamilton; motor trips to Palo Alto, seat of Leland Stanford University, and over the Redwood Highway with its miles of forest, and the longer excursion to the sublime Yosemite National Park, which was visited by 130,046 in the twelve months ended October 1.

Southward from San Francisco to Los Angeles and San Diego stretches one of California's many famous motor highways, El Camino Real, following the pathway of the padres and passing nineteen Franciscan missions which at the time of their building were "a day's journey apart." Many miles of this route parallel the ocean, and south of San Luis Obispo the motorist may leave the paved surface and spin over the seventeen miles hard sand of El Pizmo Beach.

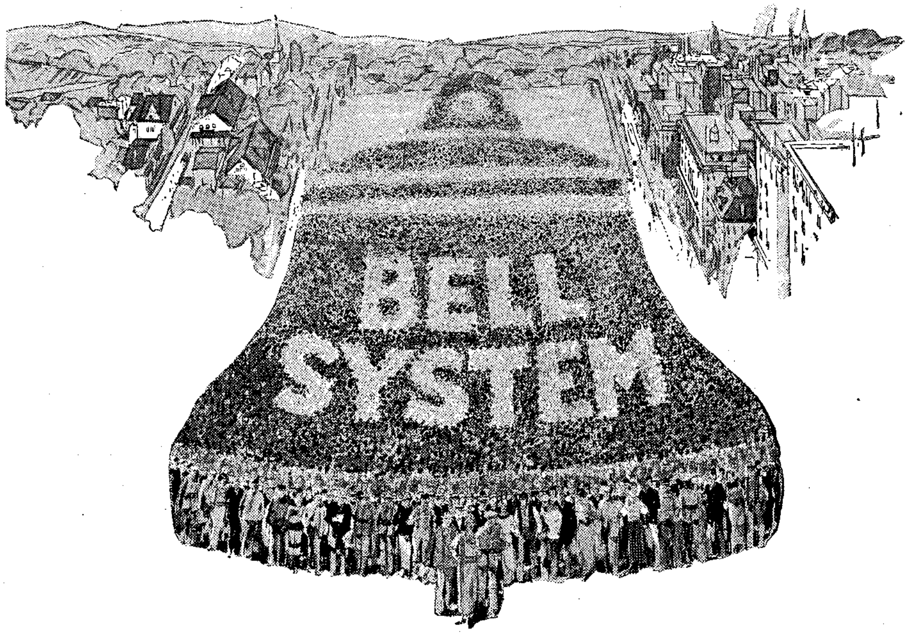
There is hardly a mile of the roadway without some point of interest and charm. Monterey and its cypress-fringed bay, the inspiration of artists and nature lovers, still has its reminders of the old Spanish régime.

Here, too, is the seventeen-mile Drive from Del Monte, the beautiful, skirting beaches and bold headlands, and from Santa Cruz on the northern shore of the bay the Cliff Drive leads to the Santa Cruz Big Trees.

Santa Barbara with an ocean foreground and the lofty Santa Ynez Mountains its background is a city of tasteful residences built among a wealth of flower gardens facing avenues bordered with semi-tropical trees. Here stands the ancient mission of Santa Barbara erected in 1786.

Los Angeles, one of the most sumptuous of American cities, is the tourist center of Southern California. Stately hotels, furnished apartments and dainty bungalows accommodate the throngs of winter visitors.

(*Continued on page 58*)



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There must be the guardians of the wires to keep them vital with speech-carrying electrical currents. There must be those who watch the myriads of tiny switchboard lights and answer your commands. There must be technicians of every sort to construct, repair and operate.

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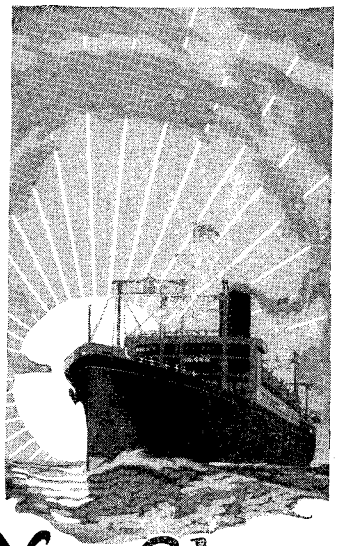

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The Admiral Oriental Line operates five of these ships out of Seattle over the Short Route to the Orient. The Pacific Mail Steamship Company's five ships sail from San Francisco and go over the Sunshine Belt to the Orient, via Honolulu. Oriental ports of call are Yokohama, Kobe, Shanghai, Hong Kong, Manila.

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NATIONAL PARKS OPEN DURING THE WINTER

Name	*Location*	*Approaches*	*Characteristics*
Lafayette	Mt. Desert Island	Mt. Desert Ferry, Maine Central Syst.	Mountains, picturesque bays, superb seascapes. Open for winter sports
Hot Springs	Central Arkansas	Hot Springs, Rock Island & Missouri Pac. Systems	46 medicinal springs, with a total flow of 800,000 gallons daily, with 20 bath-houses under public control
Platt	Southern Oklahoma	Sulfur, Okla., Santa Fé System and Frisco Lines	Numerous sulfur and non-mineral springs in mountainous region of scenic attractions
Wind Cave	In Black Hills Southwestern South Dakota	Hot Springs, S. D., Burlington and Chicago & N. W.	Containing a cavern with miles of galleries and many chambers of marvelous natural formations
Rocky Mountain	In the Rockies of north middle Colorado	Boulder, Denver & Interurban and Colorado & Southern; Longmont, Burlington Route and Colo. & South.; Loveland on Colo. & South.; For Collins on Union Pacific and Colorado & Southern	In the heart of the Colorado Rockies with 400 square miles of territory including 51 peaks exceeding 10,000 feet in altitude, 200 mountain lakes, canyons, live glaciers, waterfalls, native forests and profuse wild flowers. Open for winter sports
Grand Canyon	North Central Arizona	Grand Canyon Station, Santa Fé System; North Rim motor stage from Cedar City, Union Pacific	The world's most sublime and awe-inspiring chasm, stupendous in proportions, magnificent in colorings, fascinating in its lights and shadows—a masterpiece of scenic wonder
Sequoia	Middle Eastern California	Exeter or Visalia, Cal., Santa Fé and Southern Pacific	The Big Tree National Park—several hundreds of gigantic Sequoias. Open for winter sports
Yosemite	Middle Eastern California	Merced on Southern Pacific and Santa Fé Systems, thence to El Portal	A valley of surpassing scenic beauty with lofty cliffs, towering waterfalls, crystalline lakes, groves of big trees. Open for winter sports
Hawaii	Hawaiian Islands	Inter-island steamers from Honolulu	See detailed description elsewhere in these pages

NATIONAL MONUMENTS OPEN DURING THE WINTER

Name	*Location*	*Approaches*	*Characteristics*
Casa Grande	Southern Arizona	Casa Grande, Arizona, Southern Pac.	Most noteworthy prehistoric relics in the U. S.
Montezuma Castle	Central Arizona	Clarkdale, Ariz., Santa Fé System	Prehistoric cliff-dwelling in vertical cliff
Papago Saguaro	South Central Arizona	Phoenix or Tempe, Ariz. Southern Pac.	Collection of desert flora, rocky formations
Petrified Forest	Eastern Arizona	Adamana or Holbrook, Santa Fé	Coniferous trees turned into stone
Tonto	South Central Arizona	Globe, Arizona, Southern Pacific	Cliff-dweller ruins similar to the Gila dwelling
Tumacacori	Southern Arizona	Tucson, Southern Pacific System	Ruin of the ancient Franciscan Mission
Walnut Canyon	North Central Arizona	Flagstaff, Ariz., Santa Fé System	Many cliff-dwellings
Cabrillo	Point Loma California	San Diego, South. Pacific & Santa Fé	Commemorating the discoverer, Juan Rodriguez Cabrillo
Muir Woods	Near San Francisco	Mt. Tamalpais & Muir Woods, R. R.	One of California's most noted redwood groves
Pinnacles	South Central California	Soledad or Hollister, Southern Pacific	Remarkable spire-like rock formations
Chickamauga & Chattanooga	Georgia and Tennessee	Directly or connection southern roads	Scenes of great Civil War battles of 1863
Lincoln's Birthplace	Northern Kentucky	Hodgenville, Ky., Illinois Central	Contains log cabin where Lincoln was born
Mound City Group	Ohio	Chillicothe, B. & O. and Norfolk & W.	Famous group of prehistoric mounds in Camp Sherman Military Reservation
Antietam Battlefield	Western Maryland	Antietam, Md., on Norfolk & Western	Enclosing field of the battle of Antietam
Vicksburg	Western Mississippi	Vicksburg, Miss., Southern roads	Scene of siege and surrender of Vicksburg
Scotts Bluff	Western Nebraska	Gering, Nebr. Union Pacific	A region of pioneer-day memories
Bandelier	North Central New Mexico	Santa Fé—Santa Fé and Denver Rio Grande Western	Cliff-dweller ruins, artificial caves, stone sculpture, etc.
Capulin Mountain	Northeastern New Mexico	Folsom, Colorado & Southern	Cinder cone of geological recent formation
Carlsbad Cave	Southeastern New Mexico	Carlsbad, N. M., Santa Fé System	Perhaps the largest and most beautiful limestone cavern yet discovered
Gila Cliff Dwellings	Southwestern New Mexico	Silver City, via Pinos Altos, N. M., Santa Fé System	Well-preserved ruins of prehistoric cliff-dwellings
El Morro	Western New Mexico	Gallup, N. M., Santa Fé System	Great rock with early Spanish inscriptions
Gran Quivira	South Central New Mexico	Mountainair, Santa Fé System	Ruins of early mission, also Pueblo ruins
Guilford Courthouse	Northern North Carolina	Greensboro, N. C. Southern Ry.	Scene of Revolutionary action of 1781
Gettysburg	Southern Pennsylvania	Gettysburg Western Maryland and Reading Systems	Including arena of Civil War's greatest battle
Shiloh	Southern Tennessee	Corinth, Miss. Mobile & Ohio; Ill., Central; South. Rys.	Natural park embracing famous battleground

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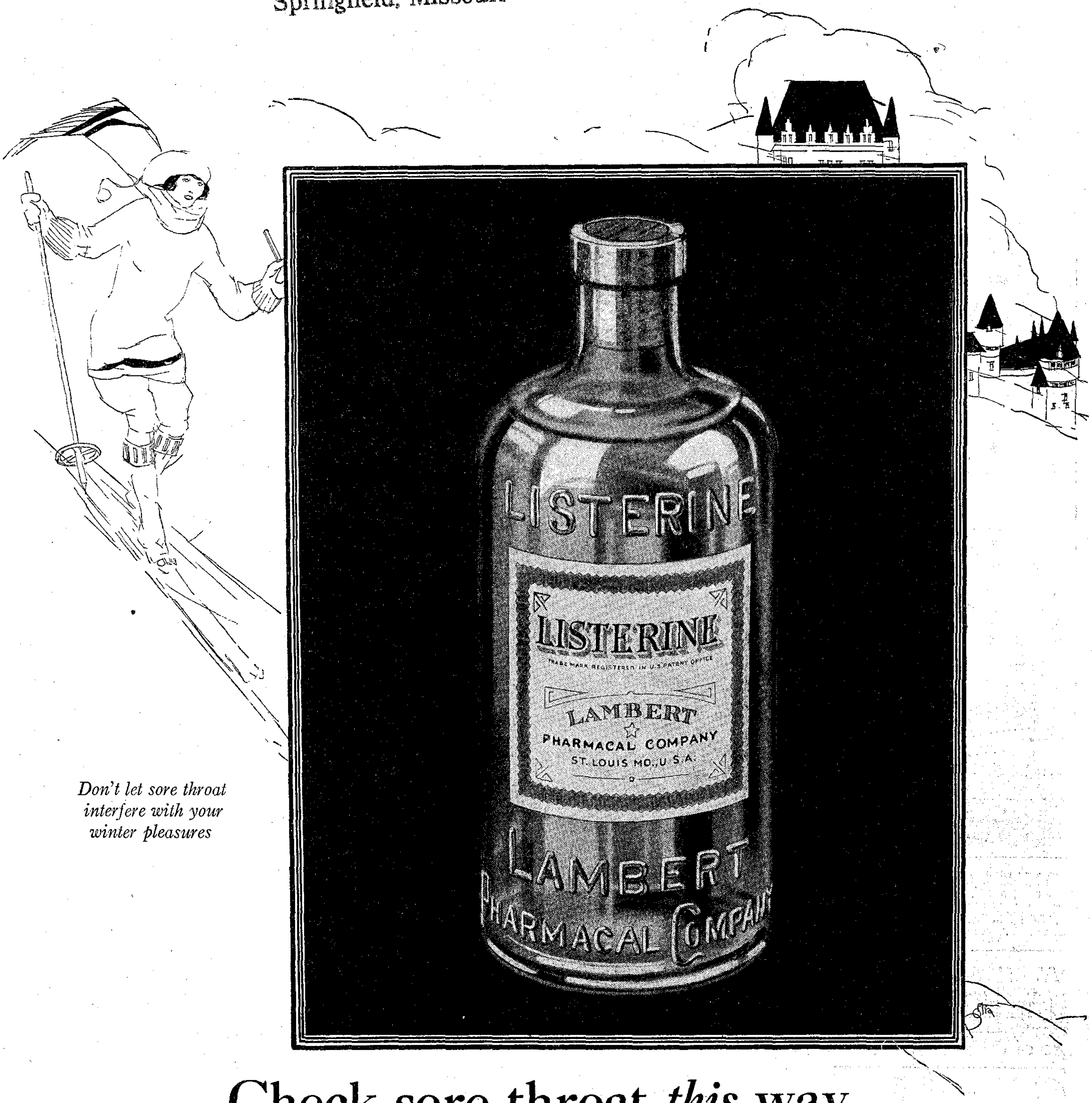
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Don't let sore throat interfere with your winter pleasures

Check sore throat *this* way

SORE throat is a nuisance. It usually comes at just the time you want to feel your best—maybe when there is a big party scheduled; a skating trip, tobogganing or something else.

Besides the inconvenience, sore throat may often be a danger signal of some more serious ill to follow. Many illnesses have their beginning with disease germs that may enter the system through the mouth and throat.

There is one simple, safe and pleasant way to guard against troubles of this kind—by using Listerine systematically as a mouth wash and gargle.

For half a century this valuable preparation has been recognized and recommended by physicians as a safe household antiseptic.

Moreover, when you use Listerine this way you effectually combat that other embarrassment that so many people are guilty of, both socially and in business—halitosis (the medical term meaning unpleasant breath).

When you make Listerine a regular part of your daily toilet routine, you *know* your breath is right and you know that you are guarding yourself against troubles that may start with throat infection. It is a good thing always to have it handy in your bathroom. Listerine has dozens of other uses; note circular with each bottle.—*Lambert Pharmacal Company, Saint Louis, U. S. A.*

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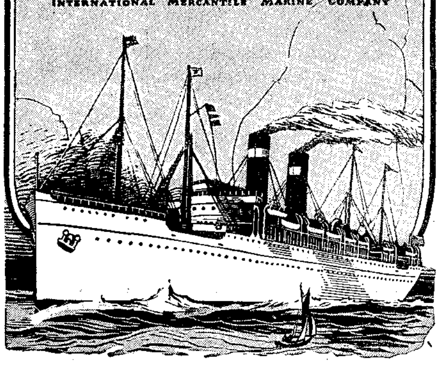

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GLIMPSES OF WINTER PLAY-GROUNDS—*Continued*

(*Continued from page 55*)

The business district with its attractive shops and modern structures, the twenty-one parks, the boulevards lined with villas in settings of roses, poinsettias, tuberoses and jasmine combine to form a city of unusual charm. Within a short distance are numerous delightful excursions. A series of magnificent beaches includes Santa Monica, Ocean Park, Venice, Redondo and Long Beach. From Los Angeles Harbor a few hours' sail brings the tourist to enchanting Santa Catalina Island. Just outside the city limits is Hollywood, capital of the motion-picture industry. Pasadena in the San Gabriel Valley, palm-shaded and composed largely of palatial homes, must not be omitted, especially if it is possible to attend its Tournament of Roses, held each year on New Year's Day.

From Los Angeles extends the scenic trip via Rubio Canyon to Mt. Lowe. The world's biggest telescope may be seen at the observatory on near-by Mt. Wilson. Ten miles eastward of Los Angeles is San Gabriel with its mission and Spanish relics, and then there is the ride over the Magnolia Boulevard to Riverside for a visit to the unusual Glenwood Mission Inn.

San Diego is noted for its picturesque surroundings and historical interest. Within its limits is 1,400-acre Balboa Park, one of the most attractive in California.

"Seen from the city hills, San Diego's harbor presents a striking picture," says Charles Francis Saunders in his book, "Under the Sky in California." "With the dreamy mountains of Mexico to the south, and with Point Loma's ocean-cleaving headland and the Coronado Peninsula stretched like protecting arms about its blue, sunlit waters, it forms a lovely foreground to the Pacific's white-capped expanse and the marvelous sunset skies when day sinks to China.

"In the matter of antiquity, too, San Diego makes somewhat of a specialty. It is, in fact, the cradle of California's nativity. Into the quiet bay came Cabrillo's caravels of discovery, in 1542, and here in 1769 the Spanish King planted the first of his California colonies which were to save the territory from the designs of Russia, while at the same time the Franciscan friar, Junipero Serra, hungry for heathen souls to save, founded here the first of his chain of Indian Missions in the wilderness."

The motor trip to Point Loma and La Jolla and that through the mountain scenery of the Cuyamaca Mountains eastward are among the most picturesque in California. Across San Diego Bay are the attractive homes and broad beaches of famous Coronado Beach. From its celebrated hotel magnificent views of mountain, ocean and bay are visible.

Within the interior valleys are found California's most bountiful horticultural regions. Here spread out vast orchards of tropical and subtropical fruits which give the Golden State its great agricultural wealth.

In natural attraction these regions are not lacking. John Muir has painted the following word picture of their charm: "The Great Central Valley lies glowing golden in the sunshine, extending north and south farther than the eye can reach, one smooth, flowery, lake-like bed of fertile soil. Along its eastern margin rises the mighty Sierra, miles in height, reposing like a smooth, cumulus cloud in the sky, and so gloriously colored and so luminous, it seems to be not clothed with light, but wholly composed of it, like the wall of some celestial city. Along the top, and extending a good way down, you see a pale, pearl-gray belt of snow; and below it a belt of blue and dark purple marking the extension of the forests; and along the base of the range a broad belt of rose-purple and

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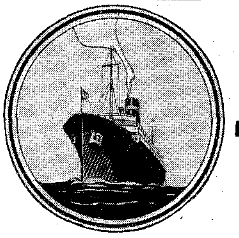

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yellow, where lie the miners' gold-fields and the foothill gardens. All these colored belts blending smoothly, make a wall of light ineffably fine, and as beautiful as a rainbow, yet firm as adamant. . . .

"All the seasons of the great plain are warm or temperate, and bee-flowers are never wholly wanting."

A famous motor route extends northward from Southern California through the interior of the State. It begins as the Ridge Road, continues as "Camino El Sierra" and intersects San Fernando, Bakersfield, Fresno, Stockton, Sacramento, reaching San Francisco through Oakland. From this route approaches lead to Sequoia National Park, open for winter sports, and also to the Yosemite.

Every form of outdoor winter sport is available in California, golf on perfect courses, polo on fields of high reputation, tennis on palm-bordered courts, motoring over thousands of miles of perfect roads, surf bathing every day in the year, saddle rides along charming bridle-paths, yachting in broad bays, fresh and salt-water fishing and mountain-climbing.

PACIFIC COASTWISE TRIPS

Over the Pacific coastwise ocean lanes are selections of attractive trips between important ports of the Pacific Northwest and Panama.

Coastwise services of the Admiral Line link principal ports. Two sailings weekly are made from Seattle and one from Portland with calls (according to steamer taken) at Victoria and Astoria, all vessels calling at San Francisco. Two Seattle and one Portland steamer continue to Los Angeles Harbor, while one steamer from Seattle and Portland goes southward to San Diego. Similar itineraries are available in the opposite direction.

Between Portland and San Francisco a steamship is operated with sailings every nine days by the San Francisco and Portland Steamship Company.

Operating the express passenger steamships "Yale" and "Harvard" the Los Angeles Steamship Company provides a California coastwise service between San Francisco and San Diego with four sailings weekly between San Francisco and Los Angeles and two each week between San Francisco and San Diego. The sailing time between San Francisco and Los Angeles is eighteen hours, between Los Angeles and San Diego five hours.

The trip to Santa Catalina Island is made by steamer of the Wilmington Transportation Company operating daily between Los Angeles Harbor and Avalon, Santa Catalina Island, the passage occupying two and one-half hours.

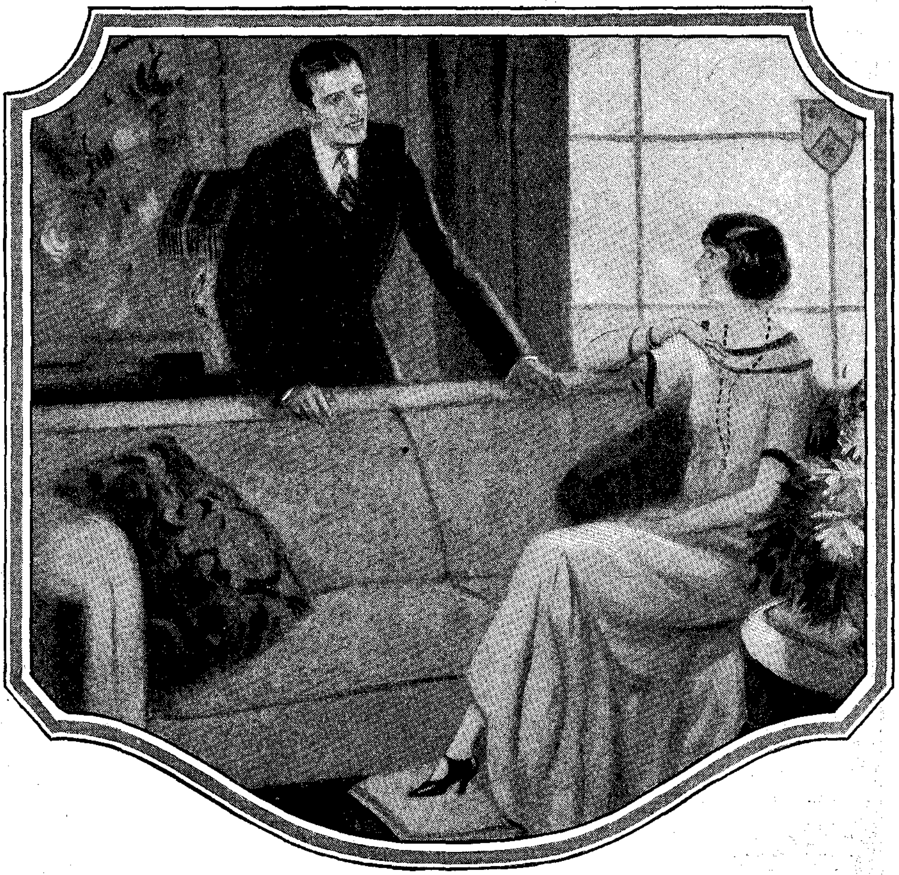
Between San Francisco and Southern Pacific Coast ports, including Los Angeles Harbor, Manzanillo (Mexico), San José de Guatemala, Acajutla (Salvador), La Libertad (Salvador), Corinto (Nicaragua), and Balboa (Canal Zone), are operated two services of the Pacific Mail Steamship Company, first, the Panama Coastwise service, second, the San Francisco-Panama Canal-New York service. Sailings on the former are at approximately twenty-two day intervals; on the latter about every twenty-three days.

Steamships of the Panama-Pacific Line operating between New York and San Francisco call at Los Angeles Harbor in either direction, sailings being made at fortnightly intervals.

HAWAII'S WINTER CHARM

For the winter traveler the attractions of Hawaii are manifold. The trip from the mainland includes a delightful ocean voyage of five or six days. The climate is salubrious with balmy and even temperatures, low humidity and soft Pacific trade winds. Continuous outdoor enjoyments, including bathing, golfing, motoring, yachting, deep-sea fishing, and mountain climbing, are available. The islands have scenery of charm and impressiveness. Little wonder that this land of romance and nature marvel is approaching the importance of

THE FOOT ARISTOCRATIC



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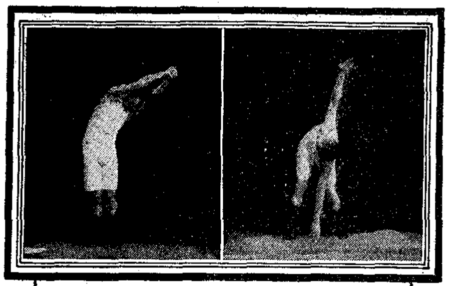

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Ask for this really wonderful underwear at any high-grade Men's Shop, Department Store or Dry Goods House. Your choice of various weights, in natural color or white. Boys' and Youths' sizes up to 36. Men's sizes up to 56.

Avoid inferior imitations. Be sure you get the ORIGINAL and GENUINE—

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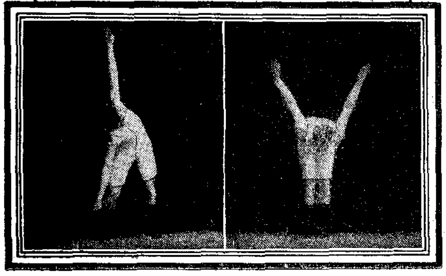

GLIMPSES OF WINTER PLAY-GROUNDS—*Continued*

Florida or California as an objective for the winter visitor. Each year the tide of travel increases voluminously.

Transpacific Ocean lanes from Mainland United States and British Columbia ports converge at Honolulu, Island of Oahu, the commercial and tourist headquarters of Hawaii. When planning the Hawaiian itinerary, however, trips to the three other important islands of the group should be included. Indispensable among these is the voyage from Honolulu to the Island of Hawaii with a stop en route at the Island of Maui and the sail from Honolulu to the Island of Kauai.

Honolulu, a city of 93,500 inhabitants, is a fascinating composite of the Orient and modern America. Its parks and boulevards are shaded by royal palms and lined with a glory of resplendent flowers. Within a short distance from the business section is world-famous Waikiki Beach. Here exhilarating surf-riding and bathing are enjoyed in salt water, the temperature of which varies but slightly from seventy-eight degrees the year round. Golf is available at the Country Club course, while a variety of rail-and-water trips radiate from the city. A six-mile drive leads to the Pali, a towering cliff famous for its historical and legendary associations. The round-the-island motor tour gives a succession of marine and land pictures and intersects attractive seashore resorts such as Hauula on the eastern coast and Haleiwa on picturesque Waialua Bay. Many other points of interest on the island should not be neglected.

Every visitor to Honolulu should include a trip to the island of Hawaii. Leaving the metropolis in the evening the steamer comes into view of the snow-capped peak of Mauna Kea, 13,825 feet, next morning, and about breakfast time steams into the harbor of Hilo, a thriving and attractive city second in population to Honolulu. Outstanding in Hawaii's natural wonders are the huge craters of Kilauea and Mauna Loa, both included in that portion of the Hawaii National Park located on this island.

"Kilauea crater," says T. A. Jaggar, Jr., director of the Hawaiian Volcano Observatory, "has been nearly continuously active, with a lake or lakes of molten lava, for a century. Mauna Loa is the largest active volcano in the world, with eruptions about once a decade, and has poured out more lava during the last century than any other volcano on the globe."

From Hilo to Kilauea, thirty miles, you find possibly the most unusual motor road within United States territory. Beginning at sea-level it ascends through a succession of tropical vegetation to the Volcano House, more than 4,000 feet in elevation. Here within view of snow-capped peaks the visitor looks down into the crater, eight miles in circumference, 600 feet in depth, in legendary lore the home of Pele, goddess of fire. Within the center pit is a seething mass of molten lava, one of nature's most amazing spectacles. From Kilauea a two-day horseback trip leads through impressive scenery to the summit of Mauna Loa, 13,675 feet above sea-level. Panoramic views from this summit are unsurpassed. Also shorter trips can be taken to Uwekahuna Bluffs, Tree Moulds, Sulphur Banks, Twin Craters, Lava Tubes and other natural marvels within the National Park.

Returning to Hilo numerous short trips are available. Notable among these is the ride over the Hawaii Consolidated Railway, along the deeply indented Hamakua Coast to Paauilo, intersecting some of the finest scenery in the Hawaiian Islands. There are attractive motor trips from Hilo including the drives to Akaka Falls, Aromea Arch, Rainbow Falls, Boiling Pots, Lava Trees, Warm Spring and Green Lake.

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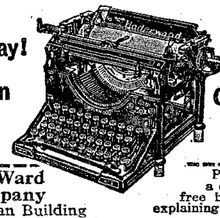

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An alternative route to Kilauea is that from Honolulu to Kailua, touching at Mahukona and Kawaihee, thence by 100-mile motor ride to Kilauea.

Between Oahu and Hawaii is the island of Maui, containing another section of the Hawaii National Park, the towering summit of Haleakala—"House of the Sun," which says Mr. Jaggar:

"Haleakala is a mountain mass 10,000 feet high with a tremendous crater rift in its summit eight miles in diameter and 3,000 feet deep, containing many high lava cones. Haleakala is probably the largest of all known craters among volcanoes that are technically known as active."

The trip to Maui may be made separately or it may be included as a stopover in the voyage from Honolulu to Hilo. The tourist lands at Mala, seventy-five miles from Honolulu, then motors to the busy town of Wailuku, the road bordering precipices on the ocean side and towering mountains to landward. While at Wailuku, Iao Valley, called the Yosemite of Hawaii, should be visited.

When ascending the summit of Haleakala, it is necessary to motor twenty-one miles to Olinda at an elevation of 4,000 feet on the slope of the mountain where saddle horses and guides complete the journey to the summit.

Another delightful trip from Honolulu includes a visit to the Island of Kauai, "The Garden Isle," with its brilliantly hued canyon of Waimea, the Hæna caves, Spouting Horn, Barking Sands and other nature wonders.

Six steel oil-burning steamships are operated between the mainland and Hawaii by the Matson Navigation Company. Weekly sailings are made between San Francisco and Honolulu and a passenger ship is operated over a triangular route every five weeks from Seattle to Honolulu, returning to Puget Sound via San Francisco. Service of the Matson fleet to other Hawaiian ports is described below.

Steamship service between Los Angeles and Honolulu is provided by the Los Angeles Steamship Company with sailings direct between either port every three weeks, the steamship of this line remaining at Honolulu four days on each trip.

Calls en route at Honolulu are made also on the through trans-Pacific routes of several steamship lines.

Ships of the Oceanic Steamship Company on their route between San Francisco, Samoa and Australia offer stop-overs at Honolulu as do The Pacific Mail Steamship and the Toyo Kisen Kaisha fleets between San Francisco and the Orient. The Canadian Australasian Royal Mail line from Vancouver to the Fiji Islands and the Antipodes calls at Honolulu. Under Government regulations no passengers may be booked locally between two United States ports by ships of foreign registry, which restriction applies to the Toyo Kisen Kaisha line.

Inter-Island steamship service is provided by two lines, The Inter-Island Steam Navigation Company Limited and the Matson Navigation Company. The former management offers a variety of carefully planned all-expense trips, leaving at frequent intervals to each of the principal islands. Steamships of the Matson Navigation fleet include one other island port in addition to Honolulu, two calling fortnightly at Hilo (Island of Hawaii) and two fortnightly at Kahului (Island of Maui). One other vessel calls at Port Allen (Kauai) at five weeks intervals. Passengers debarking at Hilo may visit the Volcano and continue on same steamer to Honolulu.

The minimum time in which a trip to Hawaii can be made from the mainland is about three weeks at an approximate cost of about $350.

Tourists to Hawaii will find it convenient to consult the Hawaii Tourist Bureau, Honolulu, or its mainland office at San Francisco, for carefully planned daily and weekly itineraries. The Travel Department of the Inter-Island Steam Navigation

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"With best wishes for more miles for your tires"
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GLIMPSES OF WINTER PLAY-GROUNDS—*Continued*

Company, Honolulu, also has well-arranged itineraries. The Matson Navigation Company at San Francisco and Los Angeles offers very complete data on Hawaiian tours. Detailed information is available at San Francisco or Los Angeles from the Los Angeles Steamship Company.

SOUTH-SEA VOYAGES

To sail for many days over tropical seas and view in reality islands of romance immortalized by numerous writers, are privileges of South-Sea voyagers. At the far end of these journeys lie New Zealand and the great continent of Australia, lands unfamiliar to most Americans, yet replete with interest.

Excellent steamship service is available from Pacific Coast ports with circle trips including Tahiti, Rarotonga and the Fiji groups en route to or from Australia or New Zealand. Itineraries may be also arranged including going or returning via the Orient. Those who are fond of the sea will enjoy particularly these long voyages over tropical waters. Unusual facilities for amusement on board ship are provided and there is that novel experience of sailing from to-day into yesterday as the famous line is crossed. Experienced travelers regard the early spring of our climate as the preferable season for a South-Sea trip.

Three principal ocean routes lead from our coast to the Antipodes. From San Francisco steam the vessels of the Union Steamship Company of New Zealand Limited on their seven-thousand-mile course to Sydney, Australia. The first call of these ships is at Papeete, capital of Tahiti, 3,660 miles from the Golden Gate, a city of French characteristics with delightful drives leading through tropical scenery. Following Tahiti the next call is at Rarotonga, "gem of the South Seas," 630 miles from Papeete. Here one comes into contact with typical South-Sea atmosphere. Eighteen hundred miles from Rarotonga the harbor of Wellington, New Zealand, is entered and 1,239 miles farther on Sydney, Australia.

A special sixty-day cruise from San Francisco to the South Sea Islands including Hawaii, Samoa, Fiji, Tonga, Rarotonga, Tahiti and Marquesas will be made by the S. S. *Buford* operated by the Alaskan-Siberian Navigation Company leaving San Francisco January 15.

From San Francisco to the Samoan Islands and Sydney is the route of the Oceanic Steamship Company's fleet, calling at Honolulu, Hawaii, 2,100 miles, thence to Pango Pango, Island of Tutuila, a United States possession, 2,270 miles from Hawaii. Here are regions of orange blossoms, jasmine, tropical fruits and interesting native population. Delightful trips to other "coral-necklaced" islands are available, all admirers of Stevenson being sure to visit the great author's grave near Apia, Island of Opolu. Three weeks stop-over between ships is available at Pango Pango. Continuing, the steamers on this route proceed to Sydney, 4,387 miles from Pango Pango, where the steamer remains eight days before clearing for the return voyage.

A third route to the South Pacific from Vancouver to Hawaii, Fiji Islands, Auckland and Sydney is that of the Canadian Australasian Royal Mail, providing circular tours permitting tourists to return to San Francisco (via Union Steamship Co.) via Wellington, Rarotonga and Papeete or returning from Sydney via the Orient to Vancouver or San Francisco or vice versa. After leaving Honolulu, 2,430 miles from Vancouver, the course is southwestward 2,780 miles to Suva, capital of the Fiji Islands, a highly civilized town with excellent modern hotel, taxis, Carnegie library, etc., chief shipping port for sugar copra, pearl sheel and tropical fruits. From

Suva steamers of this line continue to Auckland, 1,140 miles and from Auckland to Sydney 1,281 miles.

Auckland, 106,000 inhabitants, midway between the tropics and the South Pole, has an even climate with year-round temperatures averaging 51°. Six hours by rail is the Rotorua Thermal Springs Region, a land of geysers and lakes, while on South Island is found impressive alpine scenery.

Sydney, metropolis of the Australian continent, a city of 792,000 inhabitants, has also an even and delightful climate. Besides the civic attractions there are trips to the picturesque Hawkesbury River, the canyons, caves and valleys of the Blue Mountains, the charming Myall Lakes and the 36,300-acre National Park.

TO THE ORIENT

A voyage across the Pacific to mystic lands of the Far East is a fascinating experience for those who enjoy unfamiliar scenes and peoples. To listen to the tinkle of temple bells, to wander among gardens with arched bridges and miniature trees, to see the glory of cherry blossoms, to ride in rickshaws, and browse among quaint curio shops and delightful tea gardens are unforgetable incidents in the Oriental tour. A view of snow-capped Fujiyama, sacred mountain of Nippon, a sight of Kobe's temples, a walk over the ages-old Great Wall of China, or a view of Peking's Altar of Heaven will linger long in the memory of the tourist.

An investigation made among leading tourist agencies and steamship officials by THE LITERARY DIGEST shows that the great disaster in Japan will not seriously interfere with trips to that country this winter. The earthquake damage was confined largely to districts within fifty miles of Yokohama and Tokyo, and rail communications are now restored. Kobe has to some extent replaced Yokohama as a passenger port, while no damage was sustained at Nagasaki, Japan's other leading port, or at the important inland tourist points of interest.

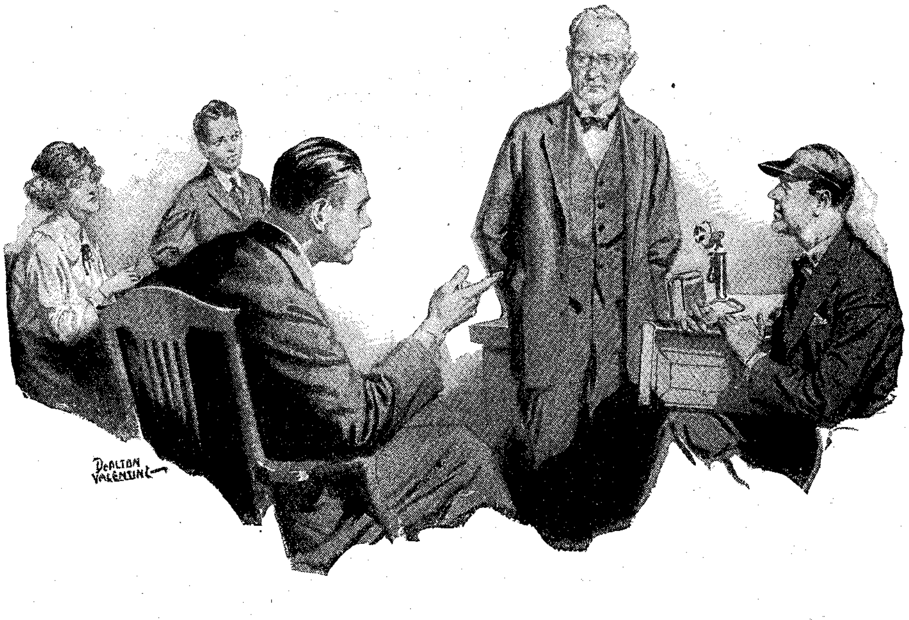
Japan-China overland tours may be arranged through any of the transpacific Steamship lines, the itinerary including Tokyo, Yokohama, Kyoto, Fusan and Seoul (Chosen), Mukden (Manchuria), Tientsin, Peking, Nankin and Shanghai or vice versa.

Over the short "Great Circle Route" between Seattle or Victoria and Yokohama, Kobe, Shanghai, Hong Kong and Manila are operated a fleet of five 21,000-ton liners of the United States government-owned "President" steamships by the Admiral Oriental Line, the voyage to Japan occupying twelve days. Steamship connection at Seattle available by the Admiral Line's coastwise service between this port, Tacoma, San Francisco, Los Angeles and San Diego. Sailings from Seattle for the Orient are made every twelve days.

From Vancouver and Victoria for Kobe, Nagasaki, Shanghai and Hong Kong, also over the northern steamship lane, are operated the well known "Empress" steamships of the Canadian Pacific's ocean fleet with departures averaging about fourteen-day intervals. The length of voyage by this route is twelve days from Vancouver to Kobe, thirteen days to Nagasaki, fifteen days to Shanghai and eighteen days to Hong Kong.

One of the oldest lines in the transpacific service is the Nippon Yusen Kaisha, providing sailings at intervals of about twenty days between Seattle and Victoria and Kobe, Nagasaki, Shanghai and Hong Kong with occasional calls at Manila. The voyage occupies twenty days from Seattle to Kobe, twenty-five days to Nagasaki, twenty-seven days to Shanghai and thirty-one days to Hong Kong.

Fortnightly sailings between San Francisco, Yokohama, Kobe, Shanghai, Hong Kong and Manila, calling en route at Honolulu are provided by the United States Shipping Board's "President" fleet operated by the Pacific Mail Steamship



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What is most important of all, Elliott-Fisher is just as useful in keeping the books of small business as in great industries.

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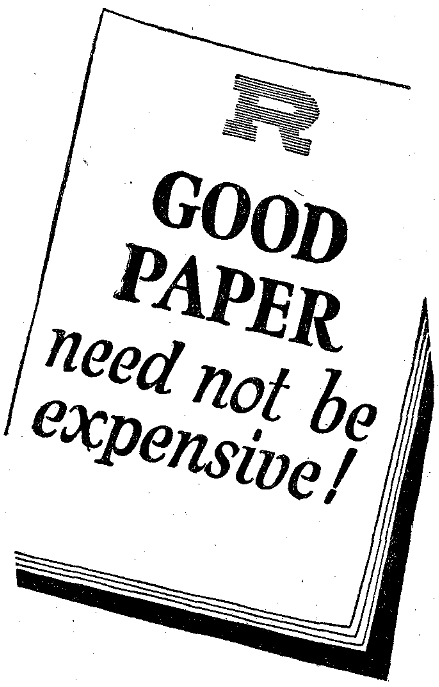
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GLIMPSES OF WINTER PLAYGROUNDS—*Continued*

Company. The time occupied by the voyage over this mid-ocean route is fifteen days from San Francisco to Yokohama, eighteen days to Kobe, twenty-two days to Shanghai, twenty-four days to Hong Kong and twenty-seven days to Manila.

From San Francisco via Hawaii are operated the triple screw turbine liners of the Toyo Kisen Kaisha (Oriental Steamship Company), clearing about every fourteen days for Yokohama, seventeen days out, Kobe twenty days, Nagasaki, twenty-two days, Shanghai, twenty-five days and Hong Kong twenty-eight days. Steamship connections at Hong Kong are available for East Indian and European ports.

Having given this outline of voyages over the waters of the Pacific, let us now turn our attention to eastern seas. A table of steamship routes with sailings, approximate time of voyages and names of lines will be found on pages 46 and 47. There follow brief outlines of regions accessible by these ocean journeys.

BERMUDA'S WINTER PARADISE

Forty-eight hours away from the blizzards and traffic tie-ups of our northern states is a little land of delicious change, Bermuda—"Isles of the Blest." To her enchanting shores travel increasing thousands of pilgrims to bask in mellow sunshine and feast eyes upon azure skies, turquoise waters and the malachite of her tropical vegetation. The air is clean—there are no smoky factories; the environment is restful—there are no roaring trains, clanging trolleys, or honking motor cars. Amusements there are aplenty; driving or cycling over one hundred miles of coral roads with panoramas of fairylike bays and islets; visits to the natural wonders, such as the crystal caves and submarine gardens; bathing on broad sandy beaches, yachting, motor boating among the isles; hiking, tennis and golf on two 18-hole and two 9-hole courses. Here indeed is a winter paradise almost at our very doors. Steamer service is listed in the table on page 47.

NASSAU'S WINTER ATTRACTIONS

As the airplane flies, only 185 miles from Miami, Florida, and a port on the South Atlantic steamship lane, Nassau, capital of the Bahamas, is a favorite destination of winter voyagers. Entering the coral-rimmed harbor past the white lighthouse and old Fort Charlotte the tourist comes to a city of gleaming white buildings set among the brilliant green of cocoanuts and palms. Here, as in Bermuda, are blue skies and opalescent waters and here is a climate in which the temperature averages seventy-two degrees the year round. Tennis may be enjoyed under the shade of tropical foliage and golf played on a course overlooking the ocean. Yachting, fishing and bathing are favorite pastimes. Tropical fruits abound and the flora in Nassau's well-kept parks is a delight to the winter visitor. Sailings to or from ports of the United States and Nassau are stated in the table elsewhere.

SOME CUBAN DELIGHTS

To ramble through the brilliant and animated Prado, to come into contact with the medieval mingled with the modern, to motor to a famous race track, a superb golf course or a fashionable bathing beach are some of the fascinations of a visit to cosmopolitan Havana. But Havana is not all that is worth seeing in Cuba. The tourist should not omit a motor trip to the Vinales Valley of Pinar del Rio, or to enjoy by rail or motor the scenic charms of Matanzas and Santa Clara, while to Americans the mountainous regions surrounding San Juan at the southeastern part of the island will be of peculiar interest. The rail trip from Havana to Santiago de

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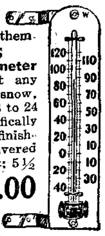

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Cuba or vice versa will disclose 500 miles of tropical scenery and tropical flora of which Cuba contains some 3,000 species. Havana is only seven hours by direct steamer from Key West and a port of call or destination for numerous steamship lines and special winter cruises from New York mentioned in a tabulation on page 46.

IN TROPICAL JAMAICA

On the Caribbean Ocean highway from Cuba to Panama lies the charming island of Jamaica, the principal port of entry being the colorful city of Kingston fronting a magnificent harbor and containing within its limits among many other attractions the world-famous Castleton Botanical Gardens, perfectly maintained parks and well-appointed hotels. Here begin those associations of the buccaneers which cluster about Caribbean lands. Now submerged beneath the clear waters of the harbor repose the ruins of Port Royal, even to this day discernible on days of calm water, famous rendezvous of Sir Henry Morgan and others of his trade and once one of the world's richest seventh-century cities. The British Government maintains more than 2,000 miles of superb highways affording motor trips through banana fields, up lofty mountain precipices, enabling the traveler to experience within a few hours both tropical and temperate climatic conditions. Nearly all Panama-bound steamships and special cruises call here.

AMERICAN PORTO RICO

East of Haiti there is another island of charm—our own Porto Rico. With four centuries under the rule of Spain, its first governor having been Ponce de Leon, its sequestered harbors, the haunts of the sixteenth-century buccaneers, the old Porto Rico intrigues the visitor's imagination. The modern Porto Rico is of special interest to American tourists. There is a thrill in viewing from the deck of the steamer entering San Juan Harbor the Stars and Stripes flying from ancient Morro Castle. Ashore in Porto Rico there is much to see and experience—in San Juan, the white city fringing the sea, stands the venerable cathedral in which repose the remains of Ponce de Leon, the palace of the captains-general now houses the American Government. Casa Blanca, castle of Ponce de Leon, is near by, and quaint shops with Moorish architecture, while inland there are many miles of superb motor roads leading to as inspiring scenery as you will see in the tropics.

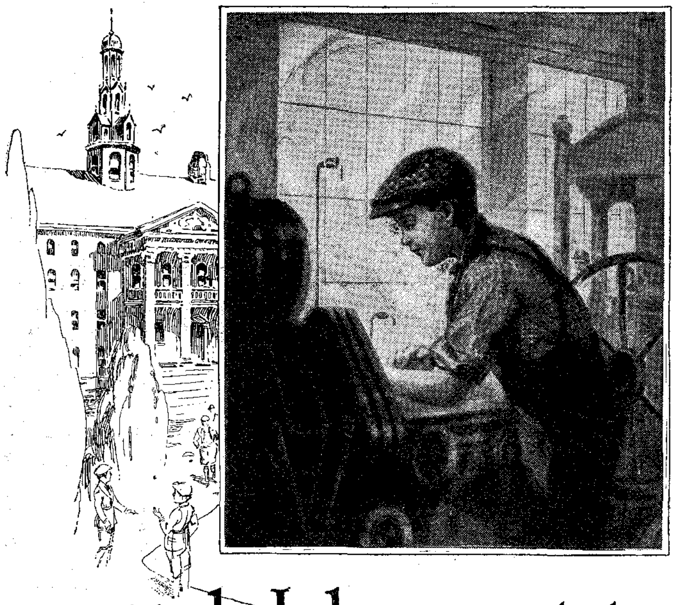
HISTORIC SANTO DOMINGO

Steeped in historical associations dating from the fifteenth century and with many evidences of its early civilization still remaining Santo Domingo, midway between Jamaica and Porto Rico, is a land of exceptional interest to the tourist. It is said that Santo Domingo, capital of the Dominican Republic, which has been under United States protectorate, is the oldest place of white habitation in the Western Hemisphere. Whether or not this is true, there can be seen here the ruins of the fortress in which Columbus was imprisoned, the ancient Spanish citadel and traces of the French buccaneers who assumed control in 1630. Scenically Santo Domingo is inspiring with many lofty peaks, Mt. Tina, 10,300 feet, the highest.

Dominicans claim that the remains of Columbus lie in the nave of the Santo Domingo Cathedral while Spain believes they repose in the Cathedral of Seville. Whatever the truth may be, there is no doubt that the great discoverer established the city which for years was the seat of Spanish Government. A movement is now in progress to build at Santo Domingo the biggest lighthouse in the world as a memorial to Columbus. For sailings see table on page 46.

OTHER INDIES ISLANDS

From the eastern headlands of Porto Rico curving southward to the Venezuelan coast of South America extend an almost



~ and John went to the work bench at fourteen

It *might* have been different. For there were days when two fond parents sacrificed and saved and painted mind pictures of a future in which high school and college were steps to a career. John was to Be someone when HE grew up.

But they were mind pictures, indeed. For they reckoned without the mortgage that covered the old home—without the illness that for years was a constant visitor. And John, instead of following the long-planned steps to a career went to the work-bench at fourteen!

How different John's position would have been if his parents had provided for his long-dreamed-of education by Provident Mutual Insurance! It is in just such instances as this that Provident Representatives are supplying a vital need for thousands of policy holders. They are specializing in *planned* insurance to meet the requirements of the individual—in *planned* insurance to take the uncertainty out of the future.

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A sure-fire Christmas remembrance for the "go-getters"

The man-to-man gift should be something of a friendly, masculine sort—and something that doesn't presume too much upon personal tastes. Men don't like to be sentenced to wear neckties, scarf-pins, or other adornments of another's choosing.

As the ladies have not, as yet, taken up pipe-smoking, pipe-tobacco remains "he-stuff." Nothing up-stage about it, either; since the first Indian pipe-of-peace, tobacco has been a symbol of democracy and the brotherhood of man.

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EXTRA HIGH GRADE
READY-RUBBED

No harm is done if some lucky fellow gets two or three jars of tobacco from different friends. Duplicates are welcomed. The more, the merrier Christmas.

Edgeworth is so generally liked that it's a safe, sure-fire present for men. In the glass humidor jar it keeps in condition indefinitely.

These 16-ounce jars are sold at $1.65 at all tobacco stores; but if your regular dealer hasn't enough of them, we offer you this painless plan, just to relieve the pressure on Santa Claus:

Send us $1.65 for each pound jar of Edgeworth to be sent out, a list of the names and addresses of those you wish to remember, together with your personal greeting cards.

We will pack each jar in an appropriate Christmas box, enclose your card, and send them all off in plenty of time to be delivered before December 25th.

Personal—If you are not personally acquainted with Edgeworth, we will be glad to send you free samples—generous helpings both of Edgeworth Plug Slice and Ready-Rubbed.

Kindly address Larus & Brother Company, 5 South 21st Street, Richmond, Va. If you will also include on your postcard the name and address of your regular tobacco dealer, your courtesy will be appreciated.

To Retail Tobacco Merchants: If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.

GLIMPSES OF WINTER PLAYGROUNDS—*Continued*

continuous series of island groups with unusual items of interest to the tourist. These islands are distinguished by lofty mountains, are peopled by a variety of races and are under jurisdiction of numerous governments.

If we follow the groups southward we encounter our own Virgin Islands where at the beautiful harbor of Charlotte Amalie we may visit Bluebeard's Castle. Southeastward lie Dutch Saba and St. Eustatius, the inhabitants of the former living in the bowl of an extinct crater and the latter having a quiescent volcano which may be visited easily. There follow British St. Kitts where tourists may see the ruins of Brimstone Hall an ancient fortress, and climb to the summit of Mt. Misery; Nevis, the birthplace of Alexander Hamilton; Antigua an island of rare pastoral beauty, and Montserrat with its sulfur mountain. Farther southward is distinctive French Guadeloupe with delightful excursions from Basse-Terre. Beyond is Dominica over which the British flag flies with impressive scenery and where within an hour the traveler may climb from torrid temperatures to the cool regions of towering mountains. Next in the island chain is Martinique under French rule with its fateful Mt. Peelee. There follow British St. Lucia and St. Vincent. On the former a trip over the "Saddleback" discloses marvelous tropical scenery. From Kingston the port of St. Vincent may be visited, a remarkable garden in which may be seen almost every variety of tropical growth. The southbound steamship next enters one of the most important ports of the Windward Islands, Bridgetown, Barbados, British in its atmosphere, indeed, sometimes termed "Little England," with many attractions for the tourist stopping off here. Another possession of Great Britain is the Grenadines with Grenada, the largest island of the group. At the end of the island chain, just off the coast of South America is Trinidad, also British, entered at picturesque Port au Spain, an attractive city and point of departure for a visit to that natural wonder "Pitch Lake." Steamship lines to these islands are named elsewhere.

IN CARIBBEAN LANDS

In addition to the rich store of experiences which the West Indies provide the winter tourist, there are lands on the southern shores of the Caribbean equally fascinating. We have followed the Antilles southward to Trinidad.

An unusual trip from this city is that across to the mainland and up the "Mysterious" Orinoco River.

Georgetown in Demerara is a colorful tropical city with large Botanical Gardens.

From La Guayra, a port of call for several West Indies cruises, a remarkable rail trip ascends 4,000 feet then descends 1,000 feet to the typical Spanish city of Caracas.

Forty miles north of the Venezuelan Coast lies the Dutch island of Curacao a miniature replica of Holland.

In Colombia are Santa Marta, with its great fruit plantations; Puerto Colombia, port of departure for Barranquilla, from whence Bogota is reached by river steamer or hydroplane; Cartagena, treasure city of the Spaniards, a Moorish town.

To view in its actual operation the greatest engineering accomplishment of the United States is the privilege of every visitor to the Panama Canal Zone. Here too we may see two cities under American jurisdiction, Cristobal at the Caribbean entrance and Balboa at the Pacific gateway, while just outside the former is colorful Colon, and, adjacent to the latter, Panama City with its ancient cathedral and modern hotel.

Northward along the Central American coast are numerous seaports, inland cities and scenery of varied attractions. Port Limon is point of departure for the rail trip to the imposing city of San José, capital of Costa Rica, a journey beginning in tropical jungle and ending at an altitude of 3,816 feet in temperate climate. From Puerto Barrios, Guatemala, are numerous inland trips—to Guatemala City, to Quirigua with its priceless ruins of a prehistoric Maya city, to lakes and rivers of rare beauty. At the port of Belize, British Honduras, tourists may visit headquarters of the mahogany export trade. This region is included in special cruise itineraries and regular steampship service listed elsewhere.

SEEING SOUTH AMERICA

"With the dawn of a new era the great South American continent looms upon the horizon of popular interest," says William A. Reid, of the Pan-American Union in its publication, "Seeing South America," "and larger ships, shorter routes, and more rapid voyages are beginning to turn a portion of the tide of travel toward the growing nations of the far southland. South America calls those who have climbed Switzerland's rugged peaks to come and ascend the higher Andes and examine the enduring structures left by the Incas, travelers who have admired Japan's sacred Fujiyama will be pleased to see its counterpart in Ecuador's smoking Cotopaxi, steaming up South American rivers to unexplored forests may be just as interesting as voyaging along the Nile to view the decaying works of the hordes of past ages; in lieu of a stroll on the well-worn stone streets of Pompeii, we may wander amid the ruins of Bolivia's Tiahuanaco, a city that flourished possibly 3,000 years ago; indeed, the whole continent of South America calls for more travelers to view its productive regions, its ruins, its rising cities, its wonders—subjects that have not been exaggerated as compared with those of other lands. South America is vast, her cities and wonders, unlike those of Europe, are usually widely separated; and the traveler must not expect to flit bird-like from one place to another, as in Europe or as in eastern America. Strictly speaking, the term "tourist" is applied to one who performs a journey in a circuit This circular course is especially suitable for any traveler who endeavors to see at least the larger cities of South America on one trip. Passenger steamers are available for sailing southward on one ocean and voyaging northward on another, while the choice of a transcontinental railway journey or a picturesque voyage through the Straits of Magellan forms another part of the lengthy tour. Many prospective travelers are confronted with the question of which direction is best to take on starting from the United States. There are various considerations that enter into either itinerary, and no ironclad rule can be laid down. That which suits one person may be disliked by another. But after traveling a number of times southward by the Atlantic and returning via the Pacific, and vice versa, the writer prefers sailing first for the eastern countries of the continent. The voyage of ten days or two weeks between the coast of Brazil and New York seems doubly tedious when the traveler is tired, which is likely to be the case if he is returning from the circular tour. If he starts out fresh from New York, the ocean for some days at least is a novelty, and the time quickly passes.

"Traveling through the Panama Canal and on the South Pacific is done by rather easy stages, frequent stops being made, which break the sea voyage. From New York to Buenos Aires via the Atlantic there are about four or five regular ports of call, from the former to Valparaiso there are at least twelve or fifteen ports visited, each furnishing glimpses of people and conditions more or less interesting."

If then the tourist decides to follow the writer's preference and journey down the east coast and up the west, the first important port in his itinerary will be probably, Rio de Janeiro. The Brazilian capital is reached through a deep, narrow channel flanked by towering mountains, the city facing the curving shores of a spectacular harbor. Behind its limits rise green-clad heights, the entire picture being an impressive introduction to South American cities. Ashore, the visitor enters a city of magnificent boulevards, palm-lined and flower-bordered, exquisite parks, stately edifices, attractive shops and theaters, with scenes of animated life on every hand.

The next port at which the steamer calls is Santos, the world's greatest coffee port, built upon the island of Sao Vincente. One and one-half billion pounds of coffee a year Santos sends to many world ports and her water-front presents busy scenes. From Santos inland, thence up the precipitous sides of Alto da Serra a side trip leads to Sao Paulo, Brazil's second largest city, very modern and sometimes termed "The Chicago of South America." The rail trip is forty miles in length and over a railway said to be the costliest to build of any the world has known.

Continuing southward along the coast of Uruguay the steamer enters the great horseshoe bay of Montevideo, "City of Roses." The ocean is here colored yellow from the large volume of water discharged into it by the La Plata River. Landing at the substantial stone quay a busy well-planned city attracts the visitor, its climate averaging 225 sunshiny days per year, and its bathing beaches thronged during the South American summer months.

Extensive steamboat and steamship traffic is operated over the La Plata between Montevideo and Buenos Aires, the glittering capital of the Argentine—"The Paris of Latin-America"—metropolis of the Southern Hemisphere. There are 100 parks, promenades and plazas in this truly magnificent city, that at Palermo ranked as one of the world's most perfect examples of landscape gardening. The Boulevard through this park with its procession of high priced foreign cars occupied by families of wealth and fashion has been compared with the famous Bois de Boulogne in Paris. Superb public buildings, shops stocked with rare goods, many theaters and an unsurpassed opera house are other attractions.

While the voyage may be continued from Buenos Aires to Punta Arenas, thence through the straits of Magellan and up the Chilean coast to Valparaiso, steamship service is somewhat irregular and most tourists prefer the transcontinental rail trip between the two cities. This journey is one never to be forgotten, including as it does the experience of crossing the Continental Divide, 10,000 feet above sea-level on that engineering wonder, the Transandine Railway.

On the way to Valparaiso the tourist should not omit a visit to Santiago, capital of Chile, which nestles under the western brow of the towering snow-capped Andes, a city of palatial public buildings, broad avenues, numerous parks and squares beautified with palms, orange trees, oleanders and semitropical plants.

Valparaiso, sometimes termed "The South Pacific Emporium," the chief seaport of the West Coast, is a flourishing city with imposing governmental buildings and attractive seashore resorts near by, including the famous Vina del Mar.

Sailing northward the next important port reached is Antofogasta. Between here and Mollendo the journey may be made by rail or lake through impressive scenery to La Paz, located in a gigantic canyon, 12,000 feet in elevation, with the lofty Illimani towering 21,350 feet over the city. Spanish-Moorish architecture prevails and the Cathedral in process of building will be the largest on the continent.

Resuming the rail trip the train is taken to Lake Titicaca, highest navigable body of water in the world. Here a Lake Steamer is boarded for a sail of more than a hundred miles, at an elevation of two miles above sea level. At Puno trains connect with the steamer for the trip to Cuzco, with its

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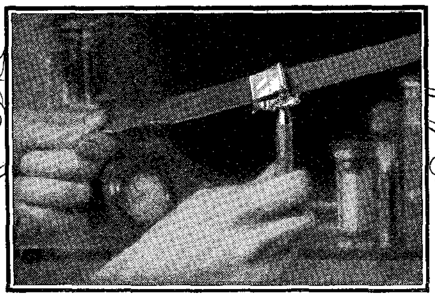

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Flowers may be delivered within a few hours to any address in the United States or Canada by means of the Florists' Telegraph Delivery Service. Ask your local Florist to tell you how it can be done.

GLIMPSES OF WINTER PLAY-GROUNDS—*Continued*

remarkable relics of ancient Inca civilization including the walls of the Temple of the Sun. The Cathedral and the University contain historic treasures and the varied races forming the city's population present picturesque spectacles.

From Cuzco to Arequipa thence to Mollendo, the railway penetrates the wildest of Andean scenery. Resuming the steamship trip at Mollendo the next call is at Callao where tourists debark for a visit to Lima, "City of the Kings." Here Pizarro once ruled and at the National Museum valuable exhibits of the Inca and Spanish civilizations may be seen.

From Callao to Panama, a trip of about four days, the steamship follows the route originally sailed by the first explorers of the old world, Pizarro and his band of Spanish adventurers. Volumes could be written on each stage of the South American trip. This brief outline can only hint at its varied experiences. Steamship service to and from South America is listed on page 47.

Those who are interested in South America, either from a tourist or commercial standpoint, will find accurate information in the various publications of the Pan-American Union, printed at the Government Printing Office, Washington, D. C.

THE EUROPEAN TRIP

To visit places where history began, where art was born, where literature was first engraved upon stone, to see fascinating cities, come in contact with unfamiliar customs and mingle with different races—these and other experiences await the overseas traveler. They are the subject of dreams in anticipation; they offer delights in the realization.

Each country has its individual interest and charm. In Great Britain there is London breathing in every surrounding and association the Anglo-Saxon atmosphere; the Shakespeare country and historic Oxford; England's famous cathedral cities; Edinburgh, the Trossachs and the Burns country. In France there is even greater diversity from sparkling Paris to the tragic scenes of the Great War drama, from the romantic château regions to the Corniche Drive leading from Nice to Mentone and Monte Carlo in the Riviera. Switzerland with its noble scenery tempts many visitors to winter sports at St. Moritz and elsewhere. Belgium presents its memorable battle-front, its quaint Bruges and immortal Louvain, and Holland its northern Venice at Amsterdam and its quaint villages. Even in troubled Germany one may travel without serious discomfort. Winter is the pleasant season for visits to Italy, Rome "The Eternal City," Capri, ancient Sorrento, the fascinating ruins of Pompeii, Naples, whence leaves the delightful drive to Amalfi, and picturesque Venice. Athens, with its priceless relics of a great civilization, enthralls the visitor to Greece. Spain has many treasures for the tourist's eyes, the Royal Palace at Madrid containing masterpieces of Velasquez; centuries-old Toledo; Seville with her wondrous Cathedral and Alcazar; Grenada and its Alhambra, the world's most perfect example of Moorish art and architecture. Egypt, the land of antiquities with its Cairo, Luxor, Karnak and mysterious Nile, and the Holy Land must not be omitted where we may climb the Mount of Olives and enter the Garden of Gethsemane. East of Suez are other wonderlands—Ceylon, India, Burma, Java, and China and Japan spoken of elsewhere in these pages.

Winter steamship service to Europe, including regular sailings and special cruises, will be as follows: The International Mercantile Marine has arranged the following winter program for the White Star and other transatlantic

Painful chest congestions

The moment you feel that painful tightening that betokens a chest cold—go for the bottle of Sloan's. Apply gently: you don't have to rub it in.

Immediately you feel a gentle glowing warmth. The contraction relaxes—the congestion breaks up—the pain ceases—soon the cold is gone. Get a bottle from your druggist today—35 cents. It will not stain.

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EUROPEAN TOUR Earn all or part by assisting in organizing party. Eight countries, $745.
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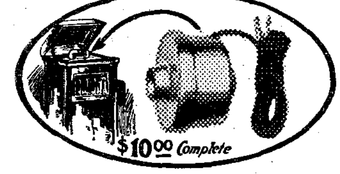

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lines. In the New York and Southampton division "Majestic" and "Olympic" will be operated with the addition of "Homeric," now being converted into an oil-burner, on April 5th. Three vessels, "Celtic," "Cedric," "Doric," will be engaged in the New York-Liverpool service. A joint service between New York and Antwerp will be maintained by the International Mercantile Marine and Holland-America Line, including steamships "Zealand," "Veendam," "Mongolia" and "New Amsterdam." Joint White Star and American Line sailings between New York and Hamburg will be made by the "Pittsburgh," "Canopic" and "Minnekahda." In the New York-Naples-Genoa service the steamship "Arabic" will be operated, and in the New York to London division, steamship "Minnewaska." The White Star Liners "Adriatic" and "Lapland" will be assigned to the Mediterranean Cruise service, itineraries of which include Madeira, Gibraltar, Algiers, Monaco, Naples, Athens, Haifa, Alexandria, Naples. Sailings will be made from New York January 5th and 16th, February 23rd and March 5th, each cruise occupying about five weeks.

The Red Star Liner "Belgenland," under charter to Thomas Cook and Son, will clear from New York on January 26th for a Mediterranean cruise, including visits to Madeira, Cadiz (including Seville), Gibraltar (including Algeciras), Algiers, Tunis (including Carthage), Naples, Athens, Constantinople, Alexandria (including Cairo and environs), Haifa (Optional Tours to Palestine), Alexandria, Naples (including Pompeii), Monaco (including Monte Carlo and Nice), Gibraltar, Southampton (including London).

The White Star "S.S. Baltic" will leave New York on February 2nd under charter to Frank C. Clark for a Mediterranean cruise of about two months, including in the itinerary Funchal, Cadiz, Gibraltar, Algiers, Phaleron Bay (Athens), Constantinople, Haifa (for Palestine), Alexandria (Cairo and the Nile), Naples (Rome and Pompeii), Villefranche (Monte Carlo), Cherbourg and Liverpool.

In the Cunard service "Aquitania" and "Berengaria" will be operated during the winter to Channel Ports; the Queenstown and Liverpool service will be covered by the "Tyrrhenia" and "Ausonia"; the Plymouth and London service will be maintained by "Andania," "Antonia," and "Albania"; the Londonderry and Glasgow service by the "California" and "Columbia." The "Mauretania" is being refitted with new turbines and will reenter the service in March. During the winter season the Cunard Line will have five steamers covering special cruises. The "Franconia" is now on her way making a round the world cruise under auspices of the American Express Company. On January 15th "Laconia" will make her second tour of the globe, this time under the auspices of Frank C. Clark, covering 122 days and including visits to Havana, Panama, Los Angeles, Honolulu, Yokohama, Kobe, Osaka, Shanghai, Hong Kong, Canton, Manila, Batavia, Sumatra, Singapore, Rangoon, Calcutta, Colombo, Bombay, Aden, Cairo, Port Said, Suez Canal, Jerusalem, Naples, Monte Carlo and Cherbourg, with numerous optional side trips. Thos. Cook & Son have chartered the "Samaria" for their annual world cruise, the ship leaving New York January 26th and returning June 3rd, including visits to Madeira, Gibraltar, Algiers, Naples (including Pompeii) Alexandria, Cairo, Port Said, Bombay, Colombo, Calcutta, Rangoon, Sumatra, Java, Singapore, Manila, Hong Kong and South China, Shanghai, ailing through Inland Sea of Japan, Kobe, Yokohama, Honolulu, Hilo, San Francisco, Balboa (C. Z.), Cristobal (C. Z.), and Havana. The Frank Tourist Company have taken over the "Scythia" for a Mediterranean cruise, leaving New York January 30th, returning April 5th and calling at Madeira, Cadiz, Gibraltar, Algiers, Tunis, Naples, Alexandria,

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Robert Seyfarth, Architect

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Before you build, send for our "Redwood Homes Booklet". To Architects, Engineers or Builders, we will gladly send our "Construction Digest" and "Engineering Digest".

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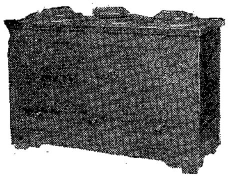
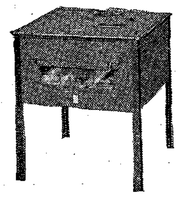
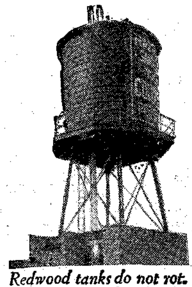


Redwood ice cream cabinets save ice, do not swell or sweat.



Redwood incubators keep heat in and cold out.



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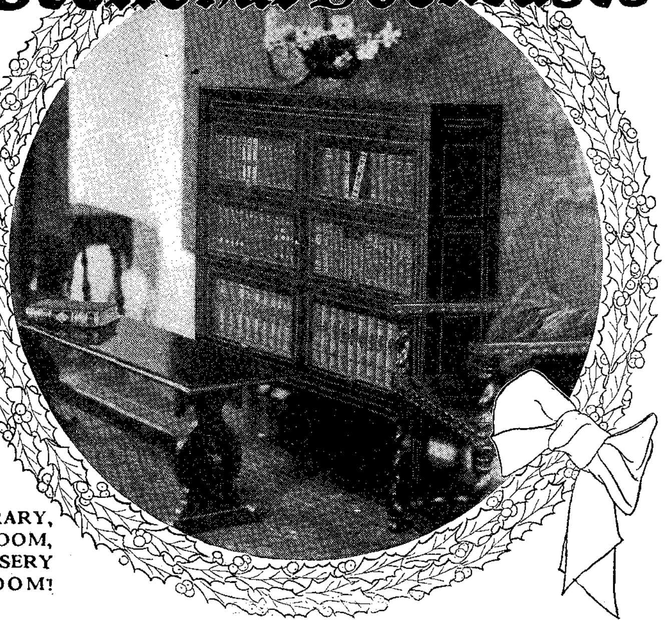

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Can Your Smile Stand a "Close Up"?

It all depends on your teeth and the dentifrice you use

1. *Wash your teeth—don't scour them* ··· Beauty in teeth is in their enamel, that thin protective covering. Avoid grit in a dentifrice, for grit scratches and scours the precious enamel of your teeth. Colgate's is a safe dentifrice to use.

2. *Wash teeth after every meal* ··· It is as important to remove food particles from teeth as it is to wash dishes and silver. In Colgate's a prepared chalk loosens clinging particles; a pure, mild soap gently washes them away.

3. *Use your dentifrice as a cleanser —not a "cure-all"* * ··· A Dentist, not a dentifrice, corrects and cures unhealthy mouth conditions. Colgate's cleans teeth thoroughly. No curative claims are made.

4. *Massage your gums* ··· Many Dentists advise rubbing the gums with the tip of the finger covered with Colgate's Ribbon Dental Cream, to help keep gums clean and firm.

5. *See your Dentist regularly* ··· twice a year, at least. His skilled examination will reveal any conditions that are not as they should be, and he will advise corrective measures if needed.

Large tube 25c at your favorite store

*A Dentist recently wrote: "There are no 'cure-alls' in dentifrices. They are only cleansing agents performing the same function in the oral cavity that soap and water do for the hands."
(Name on request)

COLGATE'S
RIBBON DENTAL CREAM
CANNOT ROLL OFF THE BRUSH
CLEANS TEETH THE RIGHT WAY
Washes and Polishes
Doesn't Scratch or Scour

Truth in Advertising Implies Honesty in Manufacture

GLIMPSES OF WINTER PLAYGROUNDS—*Continued*

Haifa, Constantinople, Athens, Palermo, Naples, Monte Carlo, Gibraltar, Cherbourg and Southampton. The Cunard-Anchor special sailing this season will be the "Tuscania," and will embrace the entire Mediterranean, including Egypt and the Holy Land. This steamer will sail from New York on February 16th.

The United States Lines expect to operate "Leviathan" during the winter in the Cherbourg and Southampton service, while three steamships, "George Washington," "President Roosevelt," and "President Harding," will cover the route to Bremen via Plymouth. One-class service will be operated by steamships "America" and "Republic."

The United American Lines will maintain during the winter months its joint service with the Hamburg-American Line between New York and Cherbourg, Southampton and Hamburg by the 22,000-ton oil-burners "Albert Ballin" and "Deutschland," carrying first, second and third class passengers, and by the "Cleveland," "Mount Clay," "Hansa," "Westphalia" and "Thuringia" carrying cabin and third-class passengers.

The steamship "Reliance" will leave her regular trans-Atlantic service this month and on January 8th will sail for a twenty-five-day cruise to the West Indies and Central America under exclusive management of the United American Lines. Returning to New York from the West Indies cruise on February 2nd, the "Reliance" sails again on February 9th for a cruise to the Mediterranean and Egypt under the management of the Raymond & Whitcomb Company for visits at Madeira, Cadiz, Gibraltar, Algiers, Monaco, Corsica, Naples, Tunis, Athens, Constantinople, The Holy Land and Egypt, Cattaro (Jugo-Slavia), Venice and Gibraltar, with return call at Cherbourg. Returning from the Mediterranean on April 24th she will then resume her regular service in the North Atlantic, sailing between New York and Cherbourg, Southampton and Hamburg.

The steamship "Resolute" sails on January 19th for a cruise of 127 days around the world under the direction of the Raymond & Whitcomb Company. This cruise will include Madeira, Gibraltar, Algiers, Naples, Egypt, Suez, India, Ceylon, Burma, Straits Settlements, Java, Philippines, China, Japan, The South Sea Islands and Panama Canal, and will end in New York on May 24th, after which "Resolute" will resume her trans-Atlantic service between New York and Cherbourg, Southampton and Hamburg.

The Holland-America Line will operate its steamship "Rotterdam" on a winter cruise from New York to the Mediterranean, Palestine and Egypt, leaving New York February 6th, 1924, the itinerary including visits to Madeira, Lisbon, Cadiz, Gibraltar, Algiers, Tunis, Naples, Athens, Constantinople, Haifa (Excursion to Jerusalem), Alexandria, Cairo, Naples, Monaco, Boulogne-Sur-Mer and Rotterdam.

The first-class trans-Atlantic service of the French Line will be handled during the winter season by its flagship, "Paris," the "Lafayette" spending the winter in the St. Nazaire-Havana-Vera Cruz service. New York to Havre one-class cabin service will be continued throughout the winter by "La Savoie," "Suffern," "Rochambeau" and "Chicago." This fleet will be augmented, early in the spring, by a new one-class cabin steamer, "De Grasse," of about 25,000 tons. The New York-Vigo-Bordeaux one-class cabin service will be maintained by steamships "Roussillon" and "La Bourdonnais," but the return voyage of the latter from Bordeaux to New York will be made via Halifax. The French Line operates also The North African Motor Tours through Morocco, Algeria and Tunis.

A cruise around the world by the Canadian Pacific Steamship "Empress of Canada," under management of the Canadian Pacific Ocean Services, will leave New York January 30th, returning to Vancouver, B. C., May 24th and including visits at Madeira, Gibraltar, Algiers, Monaco, Naples, Port Said, Suez, Bombay, Colombo, Calcutta, Rangoon, Singapore, Batavia, Sourabaya, Manila, Hong Kong, Shanghai, Kobe, Yokohama, Honolulu and Hilo. The same management will operate the steamship "Empress of Scotland" in a Mediterranean cruise, leaving New York January 14, and reaching London March 11 (returning via any Canadian Pacific Steamship via Canada). The ports visited include: Funchal (Madeira), Cadiz (including Seville), Gibraltar, Algiers, Tunis (including Carthage), Alexandria (Cairo and the Pyramids), Haifa, Constantinople (Bosporus), Athens, Naples (Pompeii, Rome), Monaco (Monte Carlo, Nice), Lisbon, Cherbourg, Southampton, London.

The North German Lloyd will provide an increased service between New York and Bremen during the winter season. Their steamship "Muenchen" will be augmented by her sister ship "Stuttgart" early in January and also by "Columbus," largest vessel under German register. It is expected that these three vessels will call at Plymouth en route to Bremen. Five other steamships of the fleet will carry one-cabin and third-class passengers.

The fleet of the Navigazione Generale Italiana, which has been recently augmented by the new 23,500-ton oil-burner "Duilio," will maintain frequent sailings to Naples and Genoa, with occasional calls at Palermo. This line will operate under its own management the "Duilio" in two special Mediterranean cruises, leaving New York January 8th and February 16th, and including visits to Madeira, Gibraltar, Algiers, Naples, Genoa and Monaco. For tourists desiring to visit Egypt there will be a connecting steamship from Genoa or Naples.

The trip abroad has infinite possibilities of itinerary. It may embrace one country only, include a Mediterranean cruise to several lands, or provide the greatest of all travel experiences, a round-the-world tour.

During the winter months, The Royal Mail Steam Packet Company will maintain trans-Atlantic service between New York, Cherbourg, Southampton and Hamburg with the liner "Ohio" and the one-class cabin steamer "Orduna." These vessels will call at Halifax on their westbound journeys. The "Orca" of the same line will make two cruises from New York to the West Indies, and the Steamship "Orbita" will sail from England on two Mediterranean cruises. These voyages will be completed by the third week in March, and both steamers will then return to the European service, giving the Royal Mail four liners for the Spring season.

An important round-the-world passenger steamship service will be inaugurated by the Dollar Steamship Line during the present winter. Sailings will begin early in the coming year from both San Francisco and New York. The first departure from San Francisco will be on January 5th, followed by another sailing on February 2nd. From New York the first sailing will be on February 7th, and subsequent sailings will be made every fourteen days. The itinerary from New York will include a call at Havana, Colon and Balboa, C. Z., Los Angeles Harbor, San Francisco, Honolulu, Kobe, Shanghai, Hong Kong, Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, Boston and New York. Passengers will be booked from any port of call round the world, returning to port of embarkation, or will be booked from any one port of call to another.

Direct service between New York and Italian ports is provided by passenger mail steamships of the Lloyd Sabaudo Line.

Between New York, Mediterranean and

Adriatic ports sailings are made by the Consulich Line.

JACK FROST'S REALM

For many years, mid-winter carnivals have been held in the Dominion of Canada. Switzerland capitalizes annually its winter attractions. There is an increasing trend in the United States toward winter sports in our colder regions. In the table printed elsewhere it will be noted that the Government will keep open for winter sports several National Parks, including Lafayette on Mt. Desert Island, Maine, Rocky Mountain in Colorado, Sequoia and portions of Yosemite in California, besides numerous National Monuments. Many clubs and other organizations such as the Boston Chamber of Commerce, the Appalachian Mountain Club and other bodies flock into the snow-clad New England hills and mountains to enjoy the tang of frosty air and vigorous sports. Each year an increasing number of hotels are opening their doors to these hardy souls. In the Adirondacks the winter carnivals at Lake Placid attract large crowds of visitors, while at Lake George and other places in The North Woods, facilities are available for winter recreation. In western New York the famous Glen Springs at Watkins Glen is open throughout the winter. Close to the city of New York, the commissioners of the Palisades Inter-State Park are planning winter amusements in the Bear Mountain region of this playground, and the New York, Ontario and Western railroad is issuing a booklet devoted to midwinter fun in the Sullivan County territory within a few hours' ride of the Metropolis. The favorite pastimes of midwinter northern playgrounds include skiing, tobogganing, snowshoeing expeditions, dog-sled races, skating, ice-fishing and sleigh-riding.

Handicapped.—"Sam, do you solemnly swear to tell the truth, the whole truth, and nothing but the truth?"

"Ah does, sah."

"Sam, what have you got to say for yourself?"

"Well, Jedge, wif all dem limitations you have jes' put on me, Ah don't believe Ah has anything at all to say."—*Rochester Times-Union.*

A Liberal Gob.—The doctor was examining Bosworth, a hospital corpsman, for advancement in rating. "What would you do if the captain fainted on the bridge?"

"Bring him to," warbled the aspiring corpsman.

"Then, what?" asked the doctor.

"Bring him two more," returned the gob.—*Naval Weekly.*

Noblesse Oblige.—An impecunious tenant had not paid the rent of his room for several months.

"Look here," said the landlord, "I'll meet you half-way. I am ready to forget half of what you owe!"

"Right. I'll meet you. I'll forget the other half!"—*Buen Humor* (*Madrid*).

Slow Days in Ireland.—SHOPMAN—"Great demand for these rifle targets nowadays, sir. Only got a few left."

RECENT BELLIGERENT—"Ay, things have got so quiet now there's nothing else for t!"—*Dublin Opinion.*

Bothersome.—MURIEL—"I think shopping is such a worry; don't you, dear?"

PHŒBE—"Rather; I can never for the ife of me remember which shop I owe money to."—*The Passing Show* (*London*).

PACKER'S TAR SOAP
DeALTON VALENTINE

NOW! *Each cake in a metal box (no charge for the box)*

How to make your boy shake hands with soap and water

HAVE you a lovable, happy-go-lucky son, say between six and fourteen, who holds that soap and water are a boy's natural enemies? Well, here is a simple way to grace your breakfast table with a "shining morning face."

Christmas is coming, you know, and boys are now mysteriously open to suggestions from the family. This is the season of all the year to mould the habit of washing and here is the simple home treatment that will do it.

[1] Purchase at the nearest drug store a cake of Packer's Tar Soap—in the new individual metal box. You will doubtless want a cake for yourself as well as the boy.

[2] Scratch the boy's initials on the box and suggest something like this: "Son, now that Christmas is coming don't you think it would be a good idea for you to wash a little more regularly and a little more carefully? So, to start you, here is a cake of personal soap—for your use only—hands off for others! Get busy! Your old friend Santa Claus has his eye on you!"

[3] Now, to fix the habit—here is one father's plan: After the first cake of Packer's was finished he gave his boy another but took the first box and punched in the top of it a slot just large enough to admit a nickel. He then agreed that each week that saw daily clean hands and daily clean face would see a nickel go into the metal box.

In trying this treatment, mothers and fathers, you are introducing your son to a wholesome, healthful soap—a manly soap with the clean fragrance of the pines and the zest and tingle of all outdoors. Further, you are gently leading your boy into life-long habits of personal cleanliness.

For yourselves, remember this: To shampoo regularly with Packer's is to give Nature the safest possible assistance in promoting the health of your hair.

3 Special Samples for 25c

On receipt of 25c we will mail you generous samples of all three Packer products—Packer's Tar Soap,—Packer's Liquid Shampoo and Packer's Charm (a soothing skin lotion). Or send 10c for a sample of any single product.

Free Booklet

We will gladly send free, a copy of our Manual, "*How to Care for the Hair and Scalp*," which gives you helpful suggestions for proper shampooing and explains the Packer Method. Send requests for either samples or Manual to the following address *only*: The Packer Manufacturing Co, Inc., Dept. 84-L, Box 85, G. P. O., New York, N. Y. (Do not address sample orders to our Canadian Distributors.)

Packer's comes also in convenient liquid form

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120 West 32nd Street, New York, N.Y.

Canadian Wholesale Distributors: Lymans, Limited, Montreal
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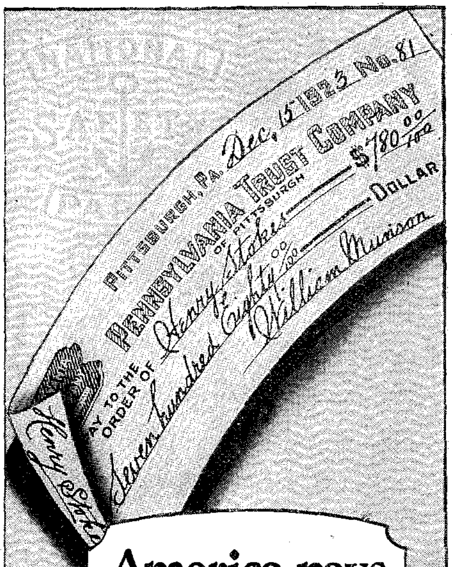
PACKER'S LIQUID TAR SOAP SHAMPOO
PACKER'S SHAMPOO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America pays by check

In one year, in the United States alone, over four hundred billion dollars was paid by check. This is more than ninety times the total amount of money in circulation!

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INVESTMENTS AND FINANCE

FRANCE GOING INTO THE OIL BUSINESS

IN case of war, France, which produces practically no petroleum, would have on hand enough gasoline to carry on hostilities for nearly four months. And oil is so supremely important to-day in war and peace that France does not intend to be at the mercy of the Standard Oil and the Royal Dutch. The Poincaré Government is now working out a plan for the formation of a national trust in which the State will be a partner. France, we read in a letter from Paris to *The Wall Street Journal*, uses 1,200,000 tons of gasoline a year, most of which comes from the United States. The French Government now exercises a somewhat rigid control over the oil business. In order to keep up a reserve, we read:

> Importers are obliged to keep in stock the equivalent of a quarter of the quantities declared by each for consumption in the preceding year, and thus to-day there are more than 300,000 tons in store, mainly gasoline, which, in the event of the outbreak of hostilities, would enable the country to carry on for nearly four months. Official licenses are required for importing oil, and on every ton imported 10 francs must be paid as a contribution to the expenses of the national bureau, while there are in addition a 20-franc excise duty and a 5-franc special temporary tax. The object of all these levies is to develop the French oil industry in every way possible.

The existing policy, we are told, has these specific ends in view:

> (1) To develop home production in the only French oil-field at Pechelbronn, in Alsace, whose output has been increased from 45,000 tons under the German régime to 75,000, and which supplies now a quarter of the lubricating oils consumed in France;
> (2) To encourage prospecting elsewhere in France and in French colonies;
> (3) To stimulate the refining industry, especially by favoring importation of heavy oils in the tariff and on the railways;
> (4) To constitute a fleet of tankers worthy of France;
> (5) To increase storage capacity from the 500,000 tons of war-time to more than double—it is actually over 1,000,000 tons to-day and is still growing.

There is also a somewhat experimental new law compelling importers to buy domestically produced alcohol; "this is to be mixed half and half with gasoline pure and offered for sale under the name of the National Carburant for all the purposes for which gasoline is used," and if this legislation works out satisfactorily there will be additional restriction on the sale of pure gasoline. Finally there is the diplomatic weapon. The Treaty of San Remo gives the French a share in Mesopotamian oil; a convention with Poland gives French interests special privileges in Polish oil; a similar convention is proposed with Roumania.

AMERICAN CIGARETS AND CHEWING-GUM FOR THE WORLD'S MOUTHS

IF this world of ours establishes a bad reputation in its astronomical set as an idle, vulgar gum-chewing, cigaret-puffing planet, American manufacturers must share the blame. Not only are we chewing a million dollars' worth of chewing-gum a week here at home but, according to *The Trade Record* of the National City Bank of New York, our exports of chewing-gum are rapidly increasing from year to year, going to more than 75 countries scattered about the world. England is the largest consumer of American chewing-gum, while our exports to the Far East are also very large. The Far East, too, as we read in another issue of *The Trade Record*, is becoming our greatest cigaret customer. In the fiscal year 1922-23, we sent 12,000,000,000 cigarets out of our ports, nearly all of them going to the Orient, "which produces half of the tobacco of the world, and has ample supplies of labor with which to turn it into form for use." It was the war that introduced the American cigaret to the world, but while the European addiction to our cigaret seems to be only temporary, in the Orient it ripened into a habit. As the New York bank informs us:

> Of the 12 billion cigarets passing out of our ports in the fiscal year 1923, nearly 9 billion went to China alone, approximately 1 billion to the Straits Settlements and Dutch East Indies, and another billion to Siam, Hongkong, Japan and the Philippine Islands, while Europe, which took 8 billion in the year following the war took less than one-quarter of a billion in 1923.
>
> Curiously, this American cigaret habi has developed in a section of the world which is itself a very large producer of tobacco, since out of a world production of 4 billion pounds a year India produces 1 billion, China a half billion and the other Oriental countries another half billion, indicating that half of the world's tobacco crop is grown in the Orient, which has, despite that fact, so enormously increased its takings of our cigarets, until nine-tenths of our cigaret exports now go to the Orient.
>
> This big increase in our exports of cigarets to the Orient as a whole occurs chiefly in the shipments to China which totaled in number 641,000,000 in 1913, 6,792,000,000 in 1918, 8,507,000,000 in 1920, and 8,789,000,000 in the fiscal year 1923. The number to the Straits Settlements in 1923 was 989,000,000, Hongkong 284,000,000, Siam 259,000,000, Philippine Islands, 164,000,000, India 100,000,000. The tremendou falling off in European demand for the cigaret is found in the fact that while Englan took nearly 2,000,000,000 in 1919, Belgium 3 billion, Italy 1 billion, Netherland 1,200,000,000, and France 665 million, th total to Europe in 1923 is so "negligible that the Department of Commerce include the shipments to all Europe in its singl item of "other countries 727,764," thi total to "other countries" also includin

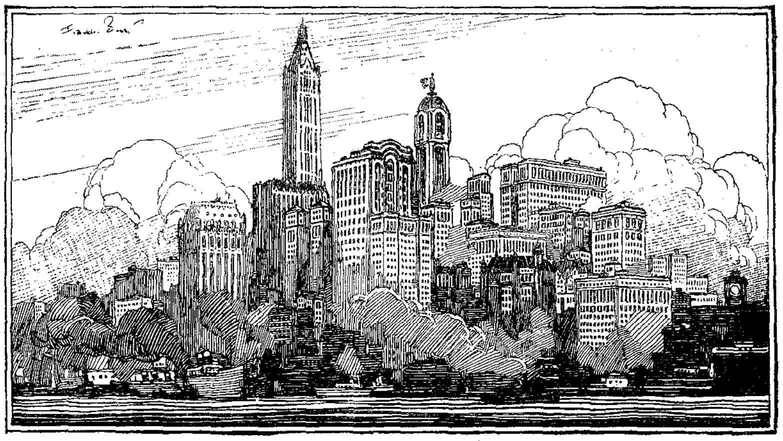
the shipments to all parts of the world except the seven Oriental countries above enumerated.

This exportation of cigarets which has grown from 2 billion in 1913 to 12 billion in 1923 apparently represents about one-fifth of the total number of cigarets manufactured in the United States, since official records at Washington put the total number of cigarets manufactured in the United States in 1913 at 15½ billion, and in 1920 51¼ billion, while the very latest advices from Washington put the total outturn of the manufacture of July at 5,839,000,000, suggesting that the total for the 12 months of the fiscal year 1923 was probably about 65 billion, of which we exported 12 billion, while the other 50 billion were presumably consumed by the people of the United States as against 13½ billion in the year preceding the war. Thus the domestic consumption is apparently about four times as many as in the year preceding the war, and the exports about five times as much.

SERMONS IN BRICKS

SOME of the old towns along the Mississippi, like Kaskaskia and St. Louis, boast of houses built many years ago, "of red brick imported from France and paddled up the Mississippi at a tremendous expense, if not waste, of human effort. And there are old Colonial houses in the East built of imported bricks. So, remarks Glenn Griswold in the Chicago *Journal of Commerce*, this is not, as writers of trade reports tell us, the first time foreign ships have unloaded foreign-made brick in our harbors. But Mr. Griswold does find several valuable lessons to be drawn from the recent reports of brick importations at New York, certainly the first for many years:

> They tell us that the brick costs but $4 a thousand, f.o.b. Amsterdam, and the freight charge across the ocean is another $4. This lays the brick down in New York at $8, a price less than the actual cost of manufacture in the brick-yards that line the Hudson river.
>
> The American brickmaker receives approximately the same wage for a single day's work that is paid to the Dutch laborer at the end of a week. The Dutch have no ravaged cities, their country was not devastated by war, their man-power was not depleted, nor their currency vitiated. Theirs is almost a natural and normal European competition, yet they undersell us in our own markets on one of the bulkiest commodities in trade; a commodity in which the proportion of labor hours to output unit is unusually small.
>
> This is an isolated instance. Nevertheless it is a perfect illustration of what we have to expect by way of foreign competition. Furthermore, it demonstrates the paucity of thought on the part of those who hold that labor can not be deflated. If present conditions continue, brick labor in this country will deflate itself. The same is true of other labor that violates fundamental economic laws in the toll it takes of industry.
>
> There is another and even more important lesson to be learned from this brick situation in New York. The New York builder can buy brick in Holland at $4 a thousand. It costs him but $4 more to transport that brick across the Atlantic



How a New York Bank Can Serve You

SUPPLEMENTING local banking connections, a New York bank, having facilities such as those possessed by this Company, affords a wide range of valuable services to business houses throughout the country.

Many manufacturers and merchants maintain New York checking accounts with this Company, enabling them to make settlements direct with New York funds. Interest is paid on balances.

Many business concerns also use our banking facilities in the financing of both their domestic and foreign business. We make commercial loans on both credit and collateral, and issue letters of credit for export and import financing, in harmony with sound banking practice.

In collecting bill-of-lading drafts drawn on New York and vicinity we render an exceptional service, frequently saving the shipper time and money.

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We shall be glad to send executives our 100-page booklet, "Guaranty Service," which describes in detail the above and numerous other services which we render.

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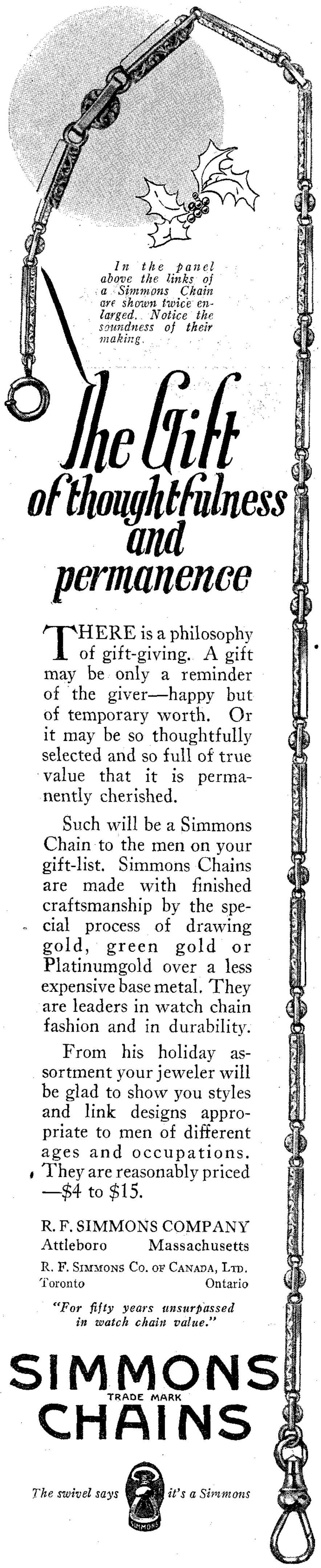

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THERE is a philosophy of gift-giving. A gift may be only a reminder of the giver—happy but of temporary worth. Or it may be so thoughtfully selected and so full of true value that it is permanently cherished.

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SIMMONS
TRADE MARK
CHAINS

The swivel says *it's a Simmons*

INVESTMENTS AND FINANCE

Continued

Ocean. He finds then, however, that his transportation job is but half completed, for it costs him another $4 a thousand to tow this brick on barges from the incoming steamer to storage yards or points of consumption in or near the New York harbor.

In other words, it costs as much to move this brick a few miles along the Hudson River as it does to bring it across the Atlantic. Again we prove to ourselves that the great waste of industry is not in the production of the stuff we use, but in its distribution.

THE CITIZEN'S RESPONSIBILITY FOR SPENDTHRIFT CITIES

THE credit rating of our municipalities and States is high, judging from the ease with which they sell their tax-exempt bonds with low interest rates. But *The Saturday Evening Post* suggests that it might be well for citizens to learn something about the actual financial position of our apparently prosperous municipalities. "If the average citizen were asked to analyze the balance-sheet of his town, and say just how it stands in assets and liabilities on the basis of a settlement such as a private concern employs in its calculations, he would have to confess himself as being in the dark." The Philadelphia weekly sounds this note of warning:

> Failing action at Washington, which will limit or forbid Federal tax exemption of the bonds of commonwealths and their divisions, the wholesale borrowing now going on can have but one end. A day of settlement must come for every one of these borrowers; and the sooner the taxpayer, who must finally meet that settlement, makes himself acquainted with the figures of what he owes and of what he has in mind to meet the bill by the time it comes due, the less likely he will be to approve of the easy way of meeting existing obligations and financing public improvements by voting for wholesale bond issues which too often rest upon some politician's conception of what the assets of the concern will be around about the time the loan falls due.
>
> In public financing, borrowing upon the basis of the future growth of a neighborhood and the prospective increased value of already settled sections is unavoidable, and within reasonable limits is good financing, but it is also the sort of thing which invites abuse; and in the hands of those who are chiefly interested in the concern because of what they get out of it in the form of salaries and of opportunity for making something on the side, it is almost sure to be abused. With these, settlement day is always to-morrow, and very much the same casual view determines the attitude of the average taxpayer.
>
> If, then, the financing of municipalities and States is to be held within the bounds of good business, the taxpayer on his part must realize that borrowing by his town beyond that point which he would fix for the same borrowing if he were running the concern as a private enterprise is taking unjustified risks with his own pocketbook; and to determine just where the danger point is, he must make himself acquainted with at least the totals and the nature of his town's assets and liabilities, and the time which the obligations have to run.

BOYOGRAPHIES

A happy, healthy boy is John O. Griswold, who has proved himself a successful "little business man" by building up a profitable route of LITERARY DIGEST *customers. John makes money in his after-school hours, and he enjoys every minute, too.*

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Would you like us to tell you about a plan that has helped to solve it for hundreds of parents? The plan shows a boy how he can make money and have fun in his spare time. It teaches him thrift makes him self-confident, gives him the quality of initiative.

A PRACTICAL SOLUTION

Boys who become LITERARY DIGEST Junior Salesmen learn the elements of business by actual practice. They make sales, collect and remit money, and furnish brief reports. We help them with suggestions and inspiration. We show them how to start their spare-time business and how to build for the future.

ASK FOR DETAILS

We appeal to boys only through their parents. Upon your request we shall be glad to send to *you* full details of our "Boys in Business" plan Just send a card containing your own and your boy's name and address to

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The Case for Prohibition

Its Past, Present Accomplishments, and Future in America

By Clarence True Wilson, D. D., General Secretary, and Deets Pickett, Research Secretary, Board of Temperance, Prohibition, and Public Morals of the Methodist Episcopal Church

Whatever your attitude toward prohibition may be, this challenging new work will prove of surpassing interest. It is an authoritative study of the prohibition movement in the United States, based on the results of a most thorough investigation—a "fact" book, not a "fancy" book. Carefully written in a clean-cut, attention-holding style; keen in analysis; copious in the use of authentic historical and statistical material; and revealing wherein and why prohibition has failed as well as showing its successes. "The Case for Prohibition" commends itself to every thoughtful person. The scope of the work is broad, as the following chapter headings will reveal: History of the Prohibition Movement; How Prohibition Was Effected; How Prohibition Will Prohibit; What Prohibition Has Accomplished; Prohibition in Chicago; Effect on American Prosperity; Leading Opinions on Prohibition; How to Meet National and International Problems; The Future of the Movement.

12mo. Cloth. $1.75, net; by mail, $1.87.

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CURRENT EVENTS

FOREIGN

November 27.—The British Government requests its Charges d'Affaires in Washington to report on the circumstances surrounding the recent seizures of the British schooner *Tomoka* off the New Jersey coast, and the British schooner *Island Home* off the Texas coast by American officials. Both ships were alleged to be rum-running when seized.

The Republican Central Committee of the Philippines requests Congress to amend the Jones Law (the organic act of the islands) so as permanently to establish the sovereignty of the United States in the Philippines. The bill remitting penalties on delinquent land-tax payers is unanimously passed over Governor-General Wood's veto by the Philippine legislature. The bill now goes to President Coolidge for consideration.

November 28.—The American Chamber of Commerce of Mindanao and Sulu request President Coolidge to consider the establishment of these two islands and of Palawan as an unorganized Territory under the American flag.

Joseph Matthes, one of the chiefs in the Rhineland Separatist movement, dissolves his Provisional Government after the arrest of several members of his cabinet.

November 29.—The German parliamentary impasse ends in a coalition of the Clerical, German Peoples' and the Democratic parties, with Dr. Wilhelm Marx, Clerical leader, as Chancellor.

November 30.—The Allied governments agree to the appointment by the Reparations Commission of two expert committees, one to consider balancing Germany's budget and stabilizing its currency, and the other to investigate the amount of exported German capital, and plan ways of bringing it back to Germany.

December 1.—Announcement is made that the United States has been invited to join in the German debt inquiry instituted by the Allies through the Reparations Commission.

It is estimated that £7,000,000 of the Irish Free State loan of £10,000,000 has been subscribed in the week elapsed since the opening of subscriptions.

Jean Laporte, a French aviator, establishes a new world's record for altitude for hydroairplanes, by ascending 5,535 meters.

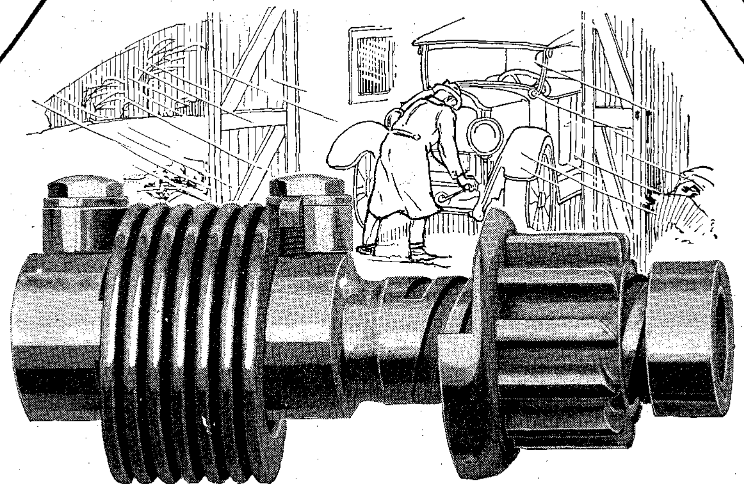
December 2.—Six hundred persons are reported dead, three villages destroyed and 50 square miles made desolate as the toll of a flood caused by the collapse of a dike guarding Gleno Lake in Italy.

Dr. Hans A. Dorten is unanimously elected "Chief of the Provisional Government of the Rhenish Republic" at a meeting of the Separatist administration leaders at Coblenz, which will continue to be the Republican capital.

December 4.—The French Government announces that, in view of the end of passive resistance, the number of French troops in the Ruhr will be reduced and be withdrawn from industrial centers.

DOMESTIC

November 27.—Com. William S. Pye, who was in command of Destroyer Division No. 21 at the time of the Point Honda wreck, September 8, is acquitted



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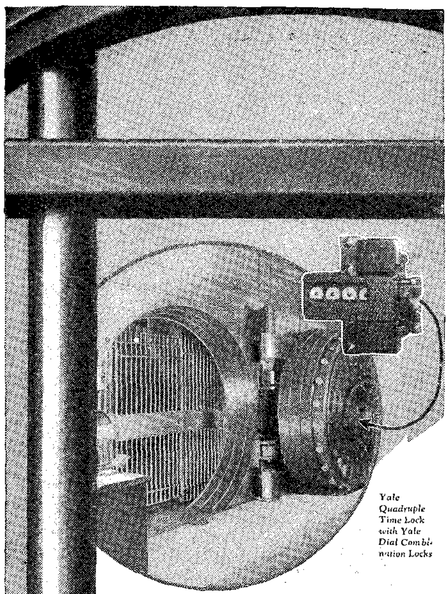
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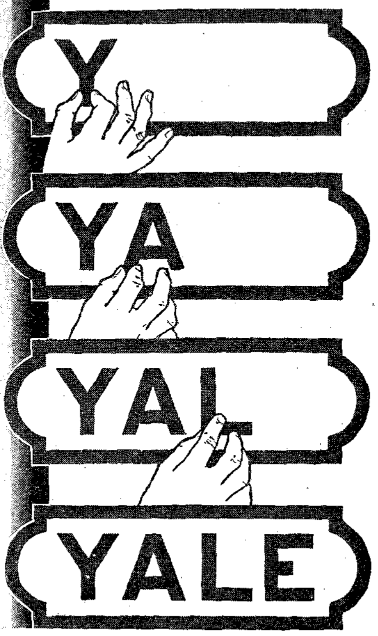

CURRENT EVENTS
Continued

by a Navy court-martial of charges of negligence.

November 29.—Six people are killed when an automobile plunges through a guardrail protecting an air opening in a Reading railway subway in Philadelphia, and is crusht by a milk-train a moment later.

November 30.—The United States desires to cooperate according to its historic policy in the peaceful settlement of international disputes, says Secretary Hughes in a speech before the American Academy of Political Science, meeting at Philadelphia, but the United States is still opposed to alliances, and refuses to be committed in advance of unknown contingencies.

Gov. Warren T. McCray of Indiana is indicted by the Marion County Grand Jury on charges including embezzlement, grand larceny, forgery, and obtaining money under false pretenses.

Secretary Weeks advises in his annual report to Congress that the enlisted strength of the Regular Army be increased from its present limit of 125,000 men to 150,000 men "at the earliest possible date."

Lieut.-Com. Walter D. Seed, commanding officer of the U. S. S. *Fuller*, one of the seven destroyers wrecked at Point Honda on September 8, is acquitted by a Navy court-martial of charges of negligence

December 1.—The United States will not participate in an inquiry into the German debt question if it is restricted by the French Government in such a way as to prevent a satisfactory decision, it is announced in Washington.

Nation-wide celebration of the Monroe Doctrine centenary, to continue a week, begins. Public and private schools and civic, social, and church organizations participate

December 2.—Preferential tariffs or a subsidy are the only methods of insuring maintenance of an American merchant marine, says the Shipping Board in its annual report to Congress.

December 3.—The Sixty-eighth Congress convenes, the Senate adjourning after swearing in the new members. The House is deadlocked in its attempt to elect a speaker, the so-called Republican radical bloc refusing to vote with the Republican "regulars."

On the recommendation of Attorney-General Daugherty, President Coolidge remits the sixty-day jail sentence imposed in 1921 against Charles L. Craig, Comptroller of the City of New York, by Federal Judge Mayer for contempt of court. Remission of the sentence does not include a pardon.

December 4.—The Republican deadlock in the House of Representatives ends when the Republican "regulars" agree to the demand of the Republican "radicals" to consider revision of the rules to debate and amendment.

Preference for the Republican Presidential primaries by the South Dakota Republican proposal convention is given to President Coolidge over Senator Hiram Johnson by a vote of 50,379 to 27,340, the endorsement later being made unanimous. Senator Arthur Capper of Kansas is unanimously endorsed for Vice-President. William G. McAdoo receives the Democratic Presidential endorsement with a total of 39,018 against 5,072 for Henry Ford. James W. Gerard is endorsed as a Democratic candidate for Vice-President.

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THE LEXICOGRAPHER'S EASY CHAIR

To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"C. R. L.," Philadelphia, Pa.—The present participle of the verb *glue* is spelled *gluing.*

"T. P. R.," Hector, Calif.—"(1) Upon what syllable is the accent placed in the word *convalescent?* (2) May the word be used properly both as a noun and as an adjective?"

(1) The secondary stress in the word *convalescent* is placed on the first syllable, while the main stress is placed on the third syllable—*con"va-les'cent.* (2) Yes, the word may be used both as an adjective and as a noun. When used as a noun, it means "one who is regaining health after sickness." When used as an adjective it means, "relating to convalescence; recovering health after sickness."

"B. P. L.," Vernon, N. Y.—The pronunciation of proper names is arbitrary. The name *Yeats* may be pronounced either *yets* (*e* as in *prey*) or *yits* (*i* as in *police*).

"A. R. H.," New York City.—"Will you kindly advise me whether the word *brightly* or *bright* should be used in the following sentence: 'I wash them sweet and clean and polish them as *brightly* (or *bright*) as I can'? One of our clients has raised the question regarding these words. I find in the STANDARD DICTIONARY that the use of the word *bright* as an adverb is either poetical or archaic. Is an adverb what is required here, or not?"

Both these words *bright* and *brightly* are adverbs. There are in English literature many examples of the use of the word *bright* where *brightly* could also be used and to greater advantage. The editors of the NEW STANDARD DICTIONARY in stigmatizing the word *bright* "archaic or poetical" based their decision upon the fact that they had before them poetic quotations.

In the *Taming of the Shrew* Shakespeare has made good use of the word *bright;* see act iv, scene 5—"Good Lord, how *bright* and goodly shines the moon!" A few lines lower: "I say it is the moon that shines so *bright.*"—"I know it is the sun that shines so *bright.*" He has repeated examples of this kind, and in *Titus Andronicus* he wrote: "Tapers burn so *bright* and everything in readiness." In *Romeo and Juliet:* "O, she doth teach the torches to burn *bright.*" In addition to these citations we have Byron who gives us: "And *bright* (for *brightly*) lamps shone o'er fair women and brave men." The expression, "The sun shines *bright*" is as common to-day as "the moon shines *bright.*" As to whether or not *brightly* is preferable to *bright* in the instance cited, the Lexicographer thinks that inasmuch as the word is associated with "polish," *bright* should be used, as the *articles* rather than *the manner of treating them* are referred to as the subjects of brightening. If, however, the sentence is to be interpreted to mean "the manner of making bright," the sentence would be more clearly emphasized by using the word *brightly* than by the word *bright.*

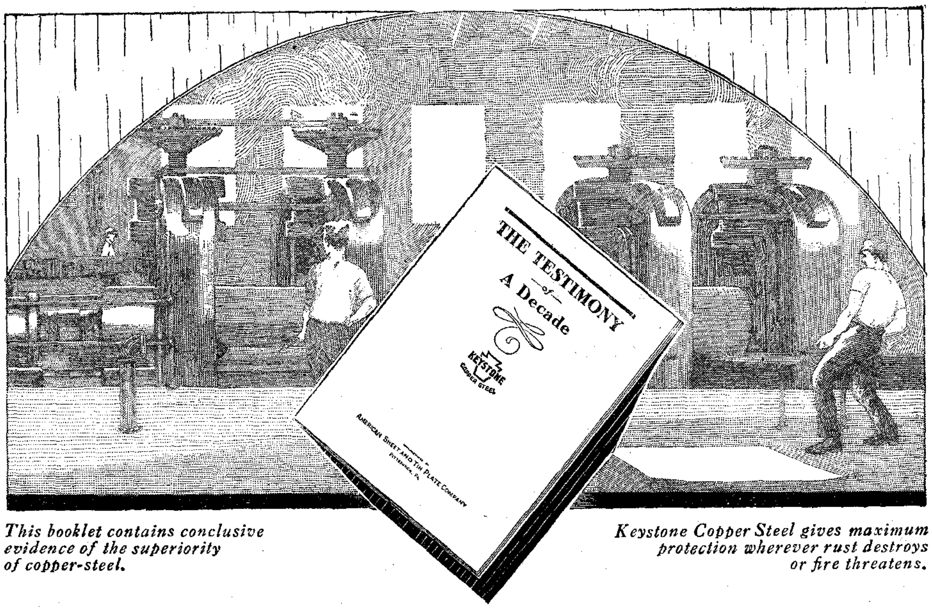
"F. L. H.," Blackwell, Okla.—"In the following sentence, should the verb be singular or plural: 'This is one of the best pictures that *have* (*has*) been shown here this year'?"

Use the verb in the plural—"pictures *have* been shown"—in agreement with the rule that "when the nominative is a relative pronoun, the verb must agree with it in person and number, according to the pronoun's agreement with its true antecedent," the plural form of the auxiliary is here required. The noun "pictures" is the antecedent of the relative, not the pronoun "one."

"W. F. P.," New York City.—"There are two spellings *meager* and *meagre* given in a number of dictionaries, and I contend that the modern and approved method is to spell this word *meagre.* Am I right?"

The form *meager* is in common use in the United States and *meagre* in Great Britain. It is well when in Rome to do as the Romans do. The word is derived from Middle English *megre* and came from the Old French *megre,* but the *meager* form has been traced to Anglo-Saxon *mæger* from Old Norse *magr* and Scandinavian *mager.*

"J. K. H.," Russellville, Ky.—The word *pianist* is pronounced *pi-an'ist*—first *i* as in *habit, a* as in *fat,* second *i* as in *hit;* or *pi'a-nist*—first *i* as in *police, a* as in *final,* second *i* as in *hit.*



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Paint Ad.—The Modern Girl's Motto: Save the surface and you save all.—*Cornell Widow.*

Bloc-Heads at Work.
ORGANIZATION ROW END SEEN
BY BLOC-HEADS IN CONGRESS
—*Headline in the Washington Star.*

The Big Gamble.—PREACHER (solemnly)—"Rastus, do you take dis here woman for better or for worse?"

RASTUS (from force of habit)—"Pahson, Ah shoots it all."—*Bison.*

The Great Reward.—Well, Germany has not had all her trouble and suffering for nothing. She has got her Crown Prince back.—*New York Evening Mail.*

Striking a Balance.—A scientist has discovered that eastbound ships are lighter than those traveling west. The opposite applies to the pocket-books of the American tourists on board.—*Life.*

Vengeance.—"When I'm a man—" began Robbie after a stormy interview with his father.

"What will you do?" asked his mother.

"I'll name my boy after papa—and oh! how I'll spank him!"—*The Progressive Grocer.*

Going Easy.—"You look like a good risk, Mrs. Malone, but will you kindly tell me what your father died of?"

"Oi can't rightly remimber as to thot, sur, but sure it was nothing serious."—*Life.*

Experienced.—A victim of chronic bronchitis called on a doctor to be examined. The doctor, after careful questioning, assured the patient that the ailment would respond readily to treatment. "I suppose you must have had a great deal of experience with this disease?" said the sufferer.

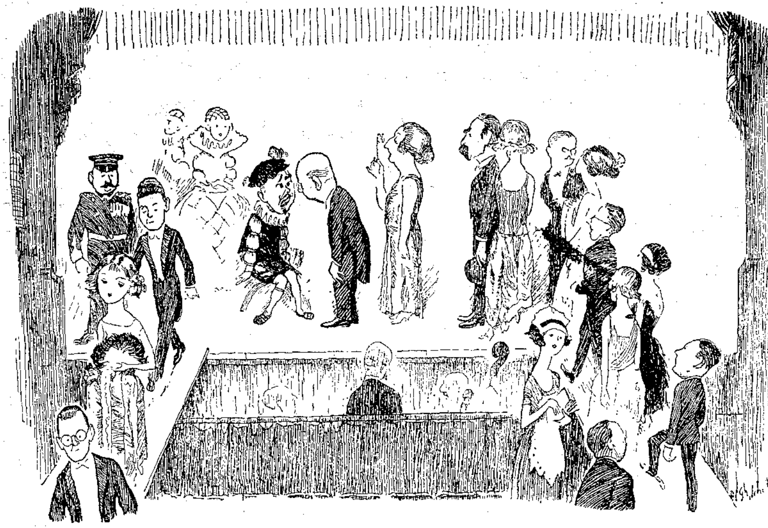
The doctor smiled wisely, and replied: "Why, my dear sir, I've had bronchitis myself for over fifteen years."—*The Christian Evangelist (St. Louis).*

Conservation.—A young woman who was reared in an Eastern Kansas town read in a poultry journal that poultry-raising was remunerative, so she decided to try it. She purchased a hen and set her on thirteen eggs. She wrote to a poultry journal that poultry-raising was much to her liking and wondered how long the hen should remain on the eggs. The paper wrote back, "Three weeks for chickens and four weeks for ducks." Later she wrote to the poultry journal as follows: "Many thanks for your advice about the setting hen. She remained on the nest three weeks and at the end of that time there were no chickens hatched. As I did not care for ducks, I took her off the nest and sold the eggs."—*Clyde (Kan.) Voice Republican.*

A Change.
NEW POLICY
REFINED VAUDEVILLE
—*Ad. of a New Jersey Theater.*

All Made Clear.—TEACHER—"Johnny, what are the two genders?"

JOHNNY—"Masculine and feminine. The masculines are divided into temperate and intemperate and the feminine into frigid and torrid."—*American Legion Weekly.*



INFLUENCE OF THE FILM ON STAGE TECHNIQUE

Bringing up the audience one at a time to get a "close-up" view of the hero's face at a dramatic moment.

—*Punch* (London).

Looking Forward.—The United States has a $22,600,000 judgment against Germany, and probably will collect it about Judgment Day.—*Little Rock Arkansas Gazette.*

Where Silence Was Best.—WELL-MEANING STRANGER—"Perhaps I can help you—there are one or two things I can tell you about your make of car."

MOTORIST—"Well, keep them to yourself, there are ladies present."—*The Bystander (London).*

Efficiency.—"What has become of that bad curve just outside of Plunkville?"

"The town did away with it."

"A good idea."

"Yes, it was cheaper to do that than to build a hospital."—*Louisville Courier-Journal.*

Nobility à la Pumpkin.—If Uncle Billy Waitman's heart was any bigger he couldn't get a vest large enough. Tuesday he helped the editor out, if not actually saving him from starvation, by bringing over a large sweet pie pumpkin measuring 41 inches, bust measure, to a gnat's fraction.—*Jackson Center News.*

Cool Character.—ADMIRER (to famous ski-runner)—"Have you ever fallen into a crevasse?"

ADMIRED—"I spent two days in one once."

ADMIRER—"Good heavens! Weren't you terrified?"

ADMIRED—"Well, as a matter of fact, it left me cold."—*The Bystander (London).*

He Trusted Her.—POKER—"Won't your wife miss you?"

CHIP—"No, she's a pretty fair shot."—*Froth.*

On His Way.—FAIR LADY—"Is there no succor?"

BRAVE KNIGHT—"Yes, I'm coming."—*Awgwan.*

What Is Your Dealer's Voltage?—If your dealer can not supply you, remit to us, giving his name and battery voltage and your order will be filled promptly.—*From an ad. in the Saturday Evening Post.*

Plain Teedle

There was a young man named Teedle,
Who wouldn't accept his degree;
He said, "It's enough to be Teedle,
Without being Teedle D. D."—*Dirge.*

Where?—"How Can One Be Happy in Heaven if Relatives and Friends Should Be in Hell?" is the subject for to-night at the evangelistic services at the Mitchell Park Christian Church, Eleventh and Jackson streets. Mr. Lunsford will sing "I Want to Go There."—*From a news item in the St. Joseph News-Press.*

Queered.—LAWYER—"Well, what shall we ask for—trial by judge or jury?"

CLIENT—"Take the judge, Doc. I've done plumbing for nearly everybody in this town."—*Colonel.*

Protraction in Extraction.—"What? Fifteen million marks to extract a tooth! I have to work an hour to earn that!"

"If you like I will spend an hour in extracting the tooth!"—*Meggendorfer Blaetter (Munich).*

Improving His Chances.—CASHIER—"I don't believe, dear, that your father will consent to our marriage."

BANKER'S DAUGHTER—"Oh, yes, he will, after he has examined your books. He will want to keep the money in the family."—*Phoenix.*

Editors Understand.—Two persons were tried the same day by the same judge in a municipal court in Boston, according to the press. One of them was found guilty and fined for sounding his horn and the other for not sounding it. We understand this experience.—*The Baptist.*

Not Quite.—THE PRESS MAN (interviewing notorious personage recently released from prison)—"And then shall I say that you walked forth from the grim gates of prison a free man?"

THE NOTORIETY—"No, no, you can't say that. I had the wife with me!"—*London Humorist.*